U.S. ARMY CORPS OF ENGINEERS
CIVIL WORKS PROGRAM

CONGRESSIONAL SUBMISSION
FISCAL YEAR 2002

SOUTH ATLANTIC DIVISION

Budgetary information will not be released
Outside the Department of the Army until
3 April 2001

Justification of Estimates for Civil Function Activities
Department of the Army, Fiscal Year 2002
SOUTH ATLANTIC DIVISION

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Justification of Estimates for Civil Function Activities
Department of the Army, Corps of Engineers
Fiscal Year 2001

SUMMARY SOUTH ATLANTIC DIVISION

General Investigations	FY 2001 Allocation	FY 2002 Request	Increase or Decrease
Surveys	$ 6,449,000	$ 6,725,000	$ +276,000
Preconstruction Engineering and Design	742,000	1,275,000	+533,000
Subtotal General Investigations	(7,191,000)	(8,000,000)	(+809,000)
Construction, General			
Construction	277,127,000	256,775,000	-20,352,000
Major Rehabilitation	17,979,000	38,425,000	+20,446,000
Dam Safety Assurance	0	2,500,000	+2,500,000
Subtotal Construction, General	(295,106,000)	(297,700,000)	(+2,594,000)
Operation and Maintenance, General			
Project Operation	89,326,000	92,024,000	+2,698,000
Project Maintenance	227,019,000	197,933,000	-29,086,000
Subtotal Operation and Maintenance	(316,345,000)	(289,957,000)	(-26,388,000)
GRAND TOTAL, SOUTH ATLANTIC DIVISION	$ 618,642,000	$ 595,657,000	$ -22,985,000

APPROPRIATION TITLE: General Investigations, Fiscal Year 2002
Division: South Atlantic

Study/Project	Total Estimated Federal Cost $	Allocation Prior to FY 2001 $	Allocation FY 2001 $	Tentative Allocation FY 2002 $	Additional to Complete After FY 2002 $
1. SURVEYS – CONTINUING					
a. Navigation Studies					
Alabama					
Alabama River below Claiborne Lock & Dam Mobile District	2,617,000	740,000	150,000	300,000	1,427,000

The Alabama-Coosa-Tallapoosa (ACT) Rivers Basin drains an area of 22,800 square miles in Georgia and Alabama. There is an existing authorized 9 foot by 200 foot navigation channel on the Alabama River from its junction with the Mobile River 289 miles to Montgomery, Alabama, including three locks and dams. Waterway users have reported experiencing frequent problems in safely navigating the lower 72 miles of this waterway, downstream of the Claiborne Lock and Dam. The 9-foot navigation channel availability is restricted to approximately 60% of time due to recurring shoaling and streambed degradation following high flow periods. In response to these reported problems, Congress authorized a reconnaissance investigation to determine if a feasibility study of an additional lock and dam located in this reach of the waterway would be in the interest of the Federal government. The reconnaissance investigation found a lack of economic justification for an additional lock and dam on the Alabama River downstream of the Claiborne Lock and Dam. However, data developed for the ACF/ACT Comprehensive Study indicates that the potential for economic justification for other less costly measures in this area is very high, and potential adverse environmental impacts would be minimal. Additionally, the May 1997 Initial Appraisal for Navigation Improvements on the Lower Alabama River concluded that there is a strong potential for at least one economically feasible and environmentally sensitive alternative for improving navigation, and that construction of additional training works would improve navigation while enhancing the riverine environment. Further, it recommended a feasibility study of measures to improve the reliability of the navigation channel in the Alabama River below Claiborne Lock and Dam. Since this is an inland navigation study, no cost sharing will be required for the feasibility study.

Fiscal Year 2001 funds are being used to continue the feasibility phase, including engineering, environmental, and economic investigations.

Funds requested for Fiscal Year 2002 will be used to continue feasibility phase investigations.

The reconnaissance phase was completed in September 1996. The feasibility phase completion date is to be determined.

APPROPRIATION TITLE: General Investigations, Fiscal Year 2002
Division: South Atlantic

Study/Project	Total Estimated Federal Cost $	Allocation Prior to FY 2001 $	Allocation FY 2001 $	Tentative Allocation FY 2002 $	Additional to Complete After FY 2002 $
Bayou La Batre Mobile District	600,000	84,000	16,000	50,000	450,000

Bayou La Batre is located on the Mississippi Sound about 30 miles southwest of Mobile, Alabama. There is an existing project which provides for an 18-foot by 120-foot channel from the Pascagoula Ship channel through Mississippi Sound to the mouth of Bayou La Batre, a total distance of about 20 miles. It then provides for an 18-foot by 100-foot channel to the Alabama Highway 188 bridge, a distance of about 2.5 miles. Shippers in Bayou La Batre wish to expand business into Mexico and the Caribbean region, and a shorter route to the Gulf of Mexico would enhance such opportunities. The study will determine the feasibility of an alternate, more efficient navigational access from the mouth of the bayou to the Gulf of Mexico, thereby reducing the existing/future transportation costs of import/export commodities, including seafood and textiles. The Alabama State Docks is the potential sponsor and understands the requirements for study cost sharing. The Feasibility Cost Sharing Agreement is scheduled to be signed in December 2001.

Fiscal Year 2001 funds are being used to negotiate a Feasibility Cost Sharing Agreement. FY 2002 funds will be used to complete the Recon phase and continue into the feasibility phase. The preliminary estimated cost of the feasibility phase is $1,000,000, which is to be shared on a 50-50 percent basis by Federal and non-Federal interests. A summary of study cost sharing is as follows:

Total Estimated Study Cost	$ 1,100,0000
Reconnaissance Phase (Federal)	100,000
Feasibility Phase (Federal)	500,000
Feasibility Phase (Non-Federal)	500,000

The reconnaissance phase is scheduled for completion in December 2001. The feasibility phase completion date is to be determined.

APPROPRIATION TITLE: General Investigations, Fiscal Year 2002
Division: South Atlantic

Study/Project	Total Estimated Federal Cost $	Allocation Prior to FY 2001 $	Allocation FY 2001 $	Tentative Allocation FY 2002 $	Additional to Complete After FY 2002 $
Black Warrior-Tombigbee Waterway Mobile District	15,030,000	451,000	191,000	300,000	14,088,000

The Black Warrior-Tombigbee (BWT) Waterway is part of the inland waterway system and lies within the State of Alabama. The authorized project provides essent ially for a channel 9 feet deep and 200 feet wide from the industrial center of Birmingham, Alabama, to the deep water Port of Mobile. A total lift of 255 feet is provided by 6 locks and dams. Raw materials are transported to the Birmingham area and raw materials and finished products are transported to the Port of Mobile for export. Traffic on the BWT, which continues to increase, amounted to 24.7 million tons in 1995. Navigation interests desire a study of navigation problems on the BWT to determine wh at improvements may be warranted. Problems to be investigated include delays at constrictive bends and bridges and at heavily used locks at Demopolis and Coffeeville. As traffic on the system continues to increase, delays will increase, resulting in grea ter negative economic impacts to waterway shippers. The feasibility study will be conducted in three phases. The first phase will identify and assess the magnitude and timing of navigation problems and needs. That phase will provide the basis for timing of future improvements. The second phase will formulate and evaluate various alternatives to meet the needs identified in the first phase. The third phase will focus on the engineering and design of those plans recommended in the second phase of the feasibility study, including preparation of an Engineering Appendix. Since this is an inland navigation study, no cost sharing will be required for the feasibility study.

Fiscal Year 2001 funds are being used to continue the feasibility phase of the study , including review of the needs assessment by the Inland Waterway Users Board and the Warrior-Tombigbee Waterway Association, thereby completing phase one, and initiation of Phase II engineering and environmental investigations.

Fiscal Year 2002 funds will be used to continue the feasibility phase, including engineering, environmental, and economic investigations.

The reconnaissance study was completed in December 1998. The feasibility phase completion date is to be determined.

APPROPRIATION TITLE: General Investigations, Fiscal Year 2002
Division: South Atlantic

Study/Project	Total Estimated Federal Cost $	Allocation Prior to FY 2001 $	Allocation FY 2001 $	Tentative Allocation FY 2002 $	Additional to Complete After FY 2002 $
Dog River Mobile District	1,651,000	919,000	187,000	250,000	295,000

The study area, located in Mobile County, Alabama, is a tidally influenced stream approximately 8 miles in length that discharges into the western side of Mobile Bay, south of the City of Mobile. There is an existing authority for the Corps of Engineers to maintain the Dog River navigation project from Mobile Harbor Ship Channel to 2,600 feet west of the Alabama Highway 163 Bridge. The river has severe siltation west of that point and is not navigable during low tide. There is an urgent need to identify navigation and siltation problems and potential solutions for the portion of the river west of the existing channel. Numerous streams drain into Dog River with varying degrees of sedimentation transfer due to differing land use patterns. The reconnaissance study investigated potential alternatives that would improve navigation and water quality and provide environmental restoration. The feasibility study will include engineering, economic, and environmental investigations to address flood and recreational navigation problems and identify and evaluate potential alternatives to improve these conditions. The City of Mobile is the sponsor and understands the requirements for study cost sharing. The Feasibility Cost Sharing Agreement was signed in May 1999.

Fiscal Year 2001 funds are being used to continue the feasibility phase of the study. The funds requested for fiscal year 2002 will be used to continue the feasibility phase of the study. The estimated cost of the feasibility phase is $2,762,000, which is to be shared on a 50-50 percent basis by Federal and non-Federal interests. A summary of study costs sharing is as follows:

Total Estimated Study Cost	$3,032,000
Reconnaissance Phase (Federal)	270,000
Feasibility Phase (Federal)	1,381,000
Feasibility Phase (Non-Federal)	1,381,000

The reconnaissance phase was completed in May 1999. The feasibility phase completion date is to be determined.

APPROPRIATION TITLE: General Investigations, Fiscal Year 2002
Division: South Atlantic

Study/Project	Total Estimated Federal Cost $	Allocation Prior to FY 2001 $	Allocation FY 2001 $	Tentative Allocation FY 2002 $	Additional to Complete After FY 2002 $
Florida					
Lake Worth Inlet Jacksonville District	600,000	86,000	60,000	100,000	354,000

Lake Worth Inlet is located in Palm Beach County on the lower east coast of Florida. The existing Federal project includes an entrance channel 400 feet wide and 35 feet deep leading to an interior channel 300 feet wide and 33 feet deep. The turning basin is 1,400 by 1,210 feet and 33 feet deep. A northern extension to the turning basin is maintenance at 25 feet. The study effort will focus on deepening and widening the existing Federal project at Lake Worth Inlet. The inlet and turning basin serve Palm Beach Harbor. The last deepening to the entrance channel and turning basin was completed in 1967 A study by the U.S. Coast Guard in 1997 recommended widening the interior channel to 400 feet. Federal assistance was then requested through a House Resolution dated in 1998. The Port of Palm Beach is the non-Federal sponsor and understands the requirements for study cost sharing. The study was authorized by Resolution adopted March 11, 1998, by the Committee on Transportation and Infrastructure of the United States House of Representatives.

FY 2001 funds will be used to complete reconnaissance phase and initiate feasibility phase. FY 2002 funds will be used to continue feasibility phase. The preliminary estimated cost of the feasibility phase is $1,000,000, which is to be cost shared on a 50-50 percent basis Federal and non-Federal interests. A summary of study cost sharing is as follows:

Total Estimated Study Cost	$1,100,000
Reconnaissance Phase (Federal)	100,000
Feasibility Phase (Federal)	500,000
Feasibility Phase (Non-Federal)	500,000

The reconnaissance phase is scheduled for completion in May 2001. The feasibility phase completion date is being determined.

APPROPRIATION TITLE: General Investigations, Fiscal Year 2002
Division: South Atlantic

Study/Project	Total Estimated Federal Cost $	Allocation Prior to FY 2001 $	Allocation FY 2001 $	Tentative Allocation FY 2002 $	Additional to Complete After FY 2002 $
b. Flood Damage Prevention Studies					
Alabama					
Baldwin County Watersheds Mobile District	750,000	84,000	150,000	50,000	466,000

Baldwin County is located in southwestern Alabama, about 20 miles east of Mobile, Alabama. The Baldwin County Commission has requested that the Corps of Engineers conduct six separate studies within the county at Fish River, Lake Forest, Styx River, Magnolia Springs, Wolf Bay, and Weeks Bay. Baldwin County has a long history of severe water resources problems. Major flood events occurred in July 1997 as a result of Hurricane Danny and September 1998 as a result of Hurricane Georges. Recent flooding has caused extensive damages to residential and business areas. There is an urgent need to examine flooding and environmental proble ms in Foley along Wolf Bay, in Foley along Weeks Bay, in Daphne at Lake Forest, and along the headwaters of Styx River. The study will include investigation of alternatives to restore the ecosystem, improve water quality, and reduce erosion and flooding. Fish River Watershed and Magnolia Springs have been studied, but the sponsor is not interested in continuing into the feasibility phase on those portions of the study. The Baldwin County Commission is the potential non -Federal sponsor and understands the requirements for cost sharing. The Feasibility Cost Sharing Agreement is scheduled to be signed in September 2001.

Fiscal Year 2000 funds carried into FY 2001 are being used to complete the reconnaissance phase at full Federal expense. If the reconnais sance report is certified to be in accord with policy, Fiscal Year 2002 funds will be used to continue the feasibility phase. The preliminary estimated cost of the feasibility phase is $1,300,000, which is to be shared on a 50-50 percent basis by Federal and non-Federal interests. A summary of study cost sharing is as follows:

Total Estimated Study Cost	$1,400,000
Reconnaissance Phase (Federal)	100,000
Feasibility Phase (Federal)	650,000
Feasibility Phase (Non-Federal)	650,000

The reconnaissance phase is scheduled for completion in September 2001. The feasibility phase completion date is to be determined.

APPROPRIATION TITLE: General Investigations, Fiscal Year 2002
Division: South Atlantic

Study/Project	Total Estimated Federal Cost $	Allocation Prior to FY 2001 $	Allocation FY 2001 $	Tentative Allocation FY 2002 $	Additional to Complete After FY 2002 $
Brewton and East Brewton Mobile District	750,000	84,000	16,000	50,000	600,000

The study area is in Escambia County in the south central part of the state of Alabama. It is a part of the Escambia-Conecuh River Basin. Because of rapid growth in the area, considerable development has occurred. This commercial, industrial, and residential expansion in and adjacent to the flood plains in the Brewton and East Brewton area has resulted in recent widespread flood problems. The March 1998 flood and the September 1998 Hurricane Georges flood resulted in extensive loss of property including water lines, roads and bridges, wastewater systems, residences and automobiles. Recent discussions with Escambia County officials indicate an urgent need to conduct a study of the area, focusing on identifying flood damage problems. The study will include investigations of alternatives to reduce flooding along Burnt Corn and Murder Creeks. Escambia County has indicated their intent to cost share in the feasibility study. They are familiar with cost sharing requirements. The Feasibility Cost Sharing Agreement is scheduled to be executed in September 2001.

Fiscal Year 2001 funds are being used to complete the reconnaissance phase at full Federal expense. If the reconnaissance report is certified to be in accord with policy, Fiscal Year 2002 funds will be used to continue into the feasibility study. The preliminary estimated cost of the feasibility phase is $1,300,000, which is to be shared on a 50-50 percent basis by Federal and non-Federal interests. A summary of study cost sharing is as follows:

Total Estimated Study Cost	$1,400,000
Reconnaissance Phase (Federal)	100,000
Feasibility Phase (Federal)	650,000
Feasibility Phase (Non-Federal)	650,000

The reconnaissance phase is scheduled for completion in September 2001. The feasibility phase completion date is to be determined.

APPROPRIATION TITLE: General Investigations, Fiscal Year 2002
Division: South Atlantic

Study/Project	Total Estimated Federal Cost $	Allocation Prior to FY 2001 $	Allocation FY 2001 $	Tentative Allocation FY 2002 $	Additional to Complete After FY 2002 $
Lubbub Creek, Reform Mobile District	600,000	86,000	14,000	50,000	450,000

The study area is located along Lubbub Creek near Reform, Alabama in Pickens County in west central Alabama. The Corps was first alerted of extensive flooding problems in 1997. There exists persistent inundation of streets at several residences, along with recent impacts to the wastewater treatment facility discharge in the City of Reform. Large increases in siltation are evident due in part to recent extensive timber clearcutting practices in the once heavily forested terrain. The study will identify potential alternatives to alleviate flood damage in Reform, and to restore the environment and aquatic habitat in the Lubbub Creek Watershed. The City of Reform, Alabama has indicated their intent to cost share in the feasibility study and is familiar with cost sharing requirements. The Feasibility Cost Sharing Agreement is scheduled to be executed in August 2001.

Fiscal Year 2001 funds are being used to complete the reconnaissance phase at full Federal expense. If the reconnaissance report is certified to be in accord with policy, funds requested for FY 2002 will be used to continue into the feasibility phase. The preliminary estimated cost of the feasibility phase is $1,000,000, which is to be shared on a 50-50 percent basis by Federal and non-Federal interests. A summary of study cost sharing is as follows:

Total Estimated Study Cost	$1,100,000
Reconnaissance Phase (Federal)	100,000
Feasibility Phase (Federal)	500,000
Feasibility Phase (Non-Federal)	500,000

The reconnaissance phase is scheduled for completion in August 2001. The feasibility phase completion date is to be determined.

APPROPRIATION TITLE: General Investigations, Fiscal Year 2002
Division: South Atlantic

Study/Project	Total Estimated Federal Cost $	Allocation Prior to FY 2001 $	Allocation FY 2001 $	Tentative Allocation FY 2002 $	Additional to Complete After FY 2002 $
Florida					
Biscayne Bay Jacksonville District	3,420,000	953,000	407,000	240,000	1,820,000

The project area is located along the southeastern coast of Florida, including most of Biscayne National Park and adjacent lands, which provide fresh surface or groundwater to Biscayne Bay. Biscayne Bay and its unique environment contributes to the economic health of the area due to its relation to tourism, commercial and recreation fishing, and general recreation. This study proposes to develop a modeling system for Biscayne Bay as a first step to investigate the effects of the Federal projects on water circulation, biological communities, and water quality in the bay. Especially of interest are the impacts caused by canals built as part of the Central and Southern Florida (C&SF) project. These canals are believed to have changed the timing, distribution and amount of freshwater reaching the bay, impacting the natural salinity patterns and ecology. Phase 1 studies involve data collection and creation of a hydrodynamic and salinity model of the bay. Phase 2 involves development of a water quality nutrients model and Phase 3 addresses the creation of a biological model, including plant and animal communities. The proposed models would allow resource managers to assess those impacts and determine if further studies of Biscayne Bay are needed. Miami-Dade County is the local sponsor and the Feasibility Cost Sharing Agreement was executed October 1995.

Fiscal Year 2001 funds will be used to complete Phase 1 and initiate Phase 2. The funds requested for Fiscal Year 2002 will be used to continue Phase 2. The estimated cost of the feasibility phase is $5,900,000, which is to be shared 50-50 by Federal and non-Federal interests. A summary of the study cost sharing is as follows:

Total Estimated Study Cost	$6,370,000
Reconnaissance Phase (Federal)	470,000
Feasibility Phase (Federal)	2,950,000
Feasibility Phase (Non-Federal)	2,950,000

The reconnaissance phase was completed September 1995. Feasibility phase completion date is being determined.

APPROPRIATION TITLE: General Investigations, Fiscal Year 2002
Division: South Atlantic

Study/Project	Total Estimated Federal Cost $	Allocation Prior to FY 2001 $	Allocation FY 2001 $	Tentative Allocation FY 2002 $	Additional to Complete After FY 2002 $
Hillsborough River Basin Jacksonville District	1,443,000	100,000	85,000	300,000	958,000

The Hillsborough River has its headwaters in the Green Swamp and drains approximately 690 square miles. The river flows in a southwesterly direction through Temple Terrace, Sulphur Springs and the center of downtown Tampa into Tampa Bay. The counties within Hillsborough River Basin are Hernando County, Pasco County, and Hillsborough County. According it the U.S. Census Bureau, the population increase from 1985 to 1997 within the river basin was 26 percent. Continued residential development in the Tampa area has led to increasing demands for better flood control as a growing concern over environmental protection and restoration. Development pressures have significantly changed the physical, biological, demographic, and economic conditions in the area. The reconnaissance study will determine the need for comprehensive watershed planning to address flood control, environmental restoration and protection, aquifer storage and retrieval, and other water resource related problems. The Southwest Florida Water Management District (SWFWMD) is the potential non-Federal sponsor and understands the requirements for study cost sharing. The study was authorized by Resolution adopted March 11, 1998, by the Committee on Transportation and Infrastructure of the United States House of Representatives.

FY 2001 funds will be used to complete reconnaissance phase and initiate feasibility phase. FY 2002 funds will be used to continue feasibility phase. The preliminary estimated cost of the feasibility phase is $2,686,000, which is to be cost shared on a 50-50 percent basis Federal and non-Federal interests. A summary of study cost sharing is as follows:

Total Estimated Study Cost	$2,786,000
Reconnaissance Phase (Federal)	100,000
Feasibility Phase (Federal)	1,343,000
Feasibility Phase (Non-Federal)	1,343,000

The reconnaissance phase is scheduled for completion in May 2001. The feasibility phase completion date is being determined.

APPROPRIATION TITLE: General Investigations, Fiscal Year 2002
Division: South Atlantic

Study/Project	Total Estimated Federal Cost $	Allocation Prior to FY 2001 $	Allocation FY 2001 $	Tentative Allocation FY 2002 $	Additional to Complete After FY 2002 $
Withlacoochee River Basin, Florida Jacksonville District	1,565,000	100,000	85,000	300,000	1,080,000

The Withlacoochee River has its headwaters in the Green Swamp and drains approximately 2,000 square miles within a corridor 30 miles wide and 90 miles long. It flows in a northwesterly direction for some 157 miles to the Gulf of Mexico at Yankeetown. The counties within the Withlacoochee River Basin are Citrus County, Hernando County, Lake County, Levy County, Marion County, Pasco County, Polk County, and Sumter County. According the U.S. Census Bureau, the population increase from 1985 to 1997 within the river basin was 39 percent. The headwaters of the basin are largely undeveloped are an asset unique to the region. Downstream of the headwaters region, the river flows through a rapidly growing population area near Inverness, located in central Florida. Continued residential development in this area has led to increasing public demands for better flood control and water supply, as well as growing concern over environmental protection and restoration. Since 1990 public interests in the watershed management has grown rapidly. The reconnaissance study will determine the need for comprehensive watershed planning to address flood control, environmental restoration and protection, aquifer storage and retrieval, and other water resource related problems. The Southwest Florida Water Management District (SWFWMD) is the potential Non-Federal sponsor and understands the requirements for study cost sharing. The study was authorized by Resolution adopted March 11, 1998, by the Committee on Transportation and Infrastructure of the United States House of Representatives.

FY 2001 funds will be used to complete reconnaissance phase and initiate feasibility phase. FY 2002 funds will be used to continue feasibility phase. The preliminary estimated cost of the feasibility phase is $2,930,000, which is to be cost shared on a 50-50 percent basis Federal and non-Federal interests. A summary of study cost sharing is as follows:

Total Estimated Study Cost	$3,030,000
Reconnaissance Phase (Federal)	100,000
Feasibility Phase (Federal)	1,465,000
Feasibility Phase (Non-Federal)	1,465,000

The reconnaissance phase is scheduled for completion in May 2001. The feasibility phase completion date is being determined.

APPROPRIATION TITLE: General Investigations, Fiscal Year 2002
Division: South Atlantic

Study/Project	Total Estimated Federal Cost $	Allocation Prior to FY 2001 $	Allocation FY 2001 $	Tentative Allocation FY 2002 $	Additional to Complete After FY 2002 $
Georgia					
Augusta Savannah District	1,700,000	418,000	375,000	252,000	655,000

The study area is Richmond County and areas contiguous to it. Richmond County is located in the northeastern part of the state of Georgia and comprises an area of approximately 326 square miles. It is located on the West Side of the Savannah River and is part of the Savannah River Basin that comprises about 11,000 square miles. The economy of the study area is highly diversified, including industry, agriculture, and maritime. It is the trade center for 13 counties in Georgia and 5 counties in South Carolina. The growth of the city of Augusta has been reflected by a corresponding growth in the unincorporated areas of Richmond County. Because of the rapid growth of the unincorporated areas, considerable development has occurred in the flood plains of the streams in the study area. This commercial, industrial, and residential expansion in and adjacent to the flood plains in the Richmond County area has resulted in recent widespread flood problems occurring in many parts of the county. The 12 October 1990 flood resulted in the loss of four lives and thousands of people were left homeless. Damage estimates, including damages to water lines, roads and bridges, wastewater systems, a hospital, the Augusta National Golf Course, residences and automobiles, exceeded $47 million. The reconnaissance study conducted in Fiscal Years 1998 and 1999, was focused on flooding of public property and residential areas. It included reviews of previous assessments, development a preliminary array of alternatives and conducting economic, engineering and environmental analyses to determine which areas warrant further study. The study identified several flood control alternatives that are concentrated in four water basins in Richmond County. These alternatives have been identified with Rae's Creek, Rocky Creek, Phinizy Swamp Basin (and associated drainages), and the Augusta Canal. The Feasibility Cost Sharing Agreement with the local sponsor, Augusta - Richmond County, was executed in November 1999.

Fiscal Year 2001 funds are being used to continue the feasibility phase of the study. The funds requested for Fiscal Year 2002 will be used to complete the feasibility phase. The estimated cost of the feasibility phase is $3,200,000, which is to be shared on a 50-50 percent basis by Federal and non-Federal interests. A summary of study cost sharing is as follows:

Total Estimated Study Cost	$3,300,000
Reconnaissance Phase (Federal)	100,000
Feasibility Phase (Federal)	1,600,000
Feasibility Phase (Non-Federal)	1,600,000

The reconnaissance phase was completed in November 1999. The feasibility study completion date is being determined

APPROPRIATION TITLE: General Investigations, Fiscal Year 2002
Division: South Atlantic

Study/Project	Total Estimated Federal Cost $	Allocation Prior to FY 2001 $	Allocation FY 2001 $	Tentative Allocation FY 2002 $	Additional to Complete After FY 2002 $
Neuse River Basin Wilmington District	1,100,000	84,000	75,000	100,000	841,000

The study area is located in the eastern part of North Carolina. The Neuse River basin amounts to about 11 percent of the entire State of North Carolina and consists of all or portions of 16 counties. The basin is roughly oblong in shape, approximately 180 miles long, with a maximum width of about 46 miles. The Neuse River is formed by the confluence of the Eno and Flat Rivers, about 8 miles north of the city of Durham, and has a drainage area of approximately 5,710 square miles. The basin is primarily an agricultural region, but contains many small towns and several cities which are important commercial centers. Considerable flooding occurred during and after Hurricane Fran below Smithfield where the flood plain is broad and flat. The city of Kinston suffered the most flooding damages. Estimated flood damages from Hurricane Fran below Falls Lake amounted to $17,300,000 at September 1996 price levels and October 1993 levels of development. The estimated damages would have been $275,700,000 without Falls Lake in operation. This entire area suffered significant damages as a result of Hurricane Floyd in 1999. Total flood damages are not yet available; however, the amount of State and Federal disaster assistance through April 2000 was in excess of $297,000,000. There has also been considerable water quality problems due to high levels of nutrients, particularly nitrogen. This has resulted in severe impacts to fisheries. The Feasibility study will include a comprehensive plan to address measures to improve flood control, water quality, environmental protection and restoration and related purposes. The potential sponsor for the feasibility study is the State of North Carolina. The Feasibility Cost Sharing Agreement is scheduled to be signed in May 2001.

Fiscal Year 2001 funds will be used be to initiate the feasibility phase of the study. Fiscal Year 2002 funds will be used to continue the feasibility phase of the study including collection of baseline data and problem identification. The preliminary estimated cost of the feasibility phase is $2,000,000, which is to be shared on a 50-50 percent basis by Federal and non-Federal interests. A summary of study cost sharing is as follows:

Total Estimated Study Cost	$2,100,000
Reconnaissance Phase (Federal)	100,000
Feasibility Phase (Federal)	1,000,000
Feasibility Phase (Non-Federal)	1,000,000

The reconnaissance phase is scheduled for completion in May 2001. The feasibility study completion date is being determined.

APPROPRIATION TITLE: General Investigations, Fiscal Year 2002
Division: South Atlantic

Study/Project	Total Estimated Federal Cost $	Allocation Prior to FY 2001 $	Allocation FY 2001 $	Tentative Allocation FY 2002 $	Additional to Complete After FY 2002 $
South Carolina					
Waccamaw River Charleston District	600,000	0	55,000	195,000	350,000

The Waccamaw River spans the coastal plain region of North Carolina and South Carolina and has a drainage area of approximately 1,530 square miles. Flooding has occurred throughout the basin resulting in the construction of ten Army Corps of Engineers small flood control projects over the past 40 years. The most recent flooding occurred as a result of Hurricanes Floyd and Irene in the Fall of 1999 when the Waccamaw crested at 6.2 feet over flood stage. Approximately 1,200 homes were affected by the flooding with approximately 850 incurring structural damage. Septic systems and wells were flooded and many of the roads throughout Horry County were impassable. Raw sewage from flooded septic tanks contaminated the Waccamaw River and adjoining tributaries, causing serious health threats to the populace. Annual flood damages are estimated at $800,000. As development progresses in the eastern portion of the basin, flood problems will intensify near the cities of Conway, Myrtle Beach, and North Myrtle Beach, the primary growth areas. Continued growth and flooding in the area warrant investigation and resolution of the flood problems as quickly as possible. The reconnaissance study will identify water resource problems, identify Federal interests within the basin with particular attention on opportunities for flood damage reduction, water quality improvements, and opportunities to restore fish and wildlife habitat. The State of South Carolina is the potential cost-sharing partner and understands the cost-sharing requirements of the feasibility phase.

Fiscal Year 2001 funds are being used to initiate the reconnaissance phase of the study. The funds requested for Fiscal Year 2002 will be used to complete the reconnaissance phase of the study and initiate the feasibility phase. The preliminary estimated cost of the feasibility phase is $1,000,000, which is to be shared on a 50-50 percent basis by Federal and non-Federal interests. A summary of the study cost sharing is as follows:

Total Estimated Study Cost	$1,100,000
Reconnaissance Phase (Federal)	100,000
Feasibility Phase (Federal)	500,000
Feasibility Phase (Non-Federal)	500,000

The reconnaissance phase is scheduled for completion in March 2002. The feasibility study schedule is being determined.

APPROPRIATION TITLE: General Investigations, Fiscal Year 2002
Division: South Atlantic

Study/Project	Total Estimated Federal Cost $	Allocation Prior to FY 2001 $	Allocation FY 2001 $	Tentative Allocation FY 2002 $	Additional to Complete After FY 2002 $
Virginia					
John H. Kerr Dam and Reservoir, VA and NC Wilmington District	1,650,000	86,000	200,000	400,000	964,000

John H. Kerr Dam and Reservoir is located in the Roanoke River Basin which extends into north-central North Carolina and south-central Virginia. The project was completed in 1952 and provides hydropower, flood control, water supply, and recreation. Two downstream non-Federal hydropower reservoirs, Gaston and Roanoke Rapids, operated by the Dominion Power Company have minimal active storage for daily hydropower peaking. The Kerr, Gaston and Roanoke Rapids projects operate cooperatively generating power, controlling flooding, and ensuring adequate downstream flows. The lower Roanoke River basin is one of the finest remaining swamp forest ecosystems within the eastern United States. These bottomland hardwood forests, wetlands, uplands, and streams provide a high quality habitat for fish and wildlife, including waterfowl. Federal and State agencies have expressed concern that there is a probable correlation between fish kills and low dissolved oxygen in the lower Roanoke River basin and the operation of Kerr Reservoir. Resource concerns for the Lower Roanoke center on the need for restoration and enhancement of extensive swamp and flood plain forests and fisheries through improvements to the hydrologic regime. The State of North Carolina would be the potential sponsor and understands the cost share requirements on the feasibility study. The initial appraisal was approved in May 1997. A Feasibility Cost Sharing Agreement (FCSA)is scheduled to be signed in June 2001.

Fiscal Year 2001 funds will be used to complete the reconnaissance phase and initiate the feasibility phase of the study including engineering, economic and environmental studies. Fiscal year 2002 funds will be used to continue the feasibility phase, including watershed, hydrodynamic and water quality monitoring and modeling. The preliminary estimated cost of the feasibility phase is $3,000,000 which is to be shared on a 50-50 percent basis by Federal and non-Federal interests. A summary of study cost sharing is as follows:

Total Estimated Study Cost	$3,150,000
Reconnaissance Phase (Federal)	150,000
Feasibility Phase (Federal)	1,500,000
Feasibility Phase (Non-Federal)	1,500,000

The reconnaissance phase is scheduled for completion in June 2001. The feasibility study completion is being determined.

APPROPRIATION TITLE: General Investigations, Fiscal Year 2002
Division: South Atlantic

Study/Project	Total Estimated Federal Cost $	Allocation Prior to FY 2001 $	Allocation FY 2001 $	Tentative Allocation FY 2002 $	Additional to Complete After FY 2002 $
c. Shoreline Protection Studies					
Alabama					
Baldwin County Shore Protection Mobile District	1,100,000	86,000	14,000	100,000	900,000

The study area is located on the coast of the Gulf of Mexico in Baldwin County in the southwestern part of Alabama. Baldwin County Beaches extends from Perdido Key at the Alabama-Florida State line to Fort Morgan, a distance of about 30 miles. The area has a high degree of development and has experienced beach erosion and storm damage over the last 25 to 30 years. In September 1998, Hurricane Georges caused $64 million worth of damage in Baldwin County, with 10,128 structures requiring evacuation and/or suffering damages. A restored beach would provide hurricane damage protection for residential and commercial buildings, roads, and drainage structures, as well as additional public use. The study will be conducted for the purpose of investigating the severe erosion problems to determine if feasible solutions can be formulated to reduce shoreline erosion and storm induced damages. Baldwin County and the City of Gulf Shores are potential sponsors and they understand the cost-share requirements of the feasibility phase. The Feasibility Cost Sharing Agreement is scheduled to be signed in December 2001.

Fiscal Year 2000 carryover funds are being used in FY 2001 to complete the reconnaissance phase at full Federal expense. If the reconnaissance report is certified to be in accord with policy, the funds requested for FY 2002 would be used to continue into the feasibility phase of the study. The preliminary estimated cost of the feasibility phase is $2,000,000, which is to be shared on a 50-50 percent basis by Federal and non-Federal interests. A summary of study cost sharing is as follows:

Total Estimated Study Cost	$2,100,000
Reconnaissance Phase (Federal)	100,000
Feasibility Phase (Federal)	1,000,000
Feasibility Phase (Non-Federal)	1,000,000

The reconnaissance phase is scheduled for completion in December 2001. The feasibility phase study completion date is to be determined.

APPROPRIATION TITLE: General Investigations, Fiscal Year 2002
Division: South Atlantic

Study/Project	Total Estimated Federal Cost $	Allocation Prior to FY 2001 $	Allocation FY 2001 $	Tentative Allocation FY 2002 $	Additional to Complete After FY 2002 $
North Carolina					
Bogue Banks Wilmington District	1,735,000	100,000	250,000	400,000	985,000

The study area is located between Beaufort Inlet to the east and Bogue Inlet to the west. The barrier island is approximately 24 miles in length with the Atlantic Ocean to the south and Bogue Sound to the north. From east to west the communities of Atlantic Beach, Pine Knoll Shores, Salter Path, Indian Beach, and Emerald Isle are located on Bogue Banks. Fort Macon State Park is located at the east end adjacent to Beaufort Inlet and the Theodore Roosevelt Natural Area at the west end is located adjacent to Pine Knoll Shores. The communities are rapidly growing and visitation to Bogue Banks is high due to the unique character of the island and the presence of one of the last remaining maritime forests on a barrier island in North Carolina. Several of the communities including Emerald Isle which covers the western third of the island are concerned about erosion along their shorelines. This erosion is threatening the primary dune system and the structures which are located along the ocean shoreline. Local interests desire a shore protection project consisting of beach renourishment to provide protection to the upland structures. Recent storms including Hurricanes Fran and Bertha during the summer of 1996 have caused considerable erosion to the natural protective dune system and sever damage to upland structures due to storm surge and wave action. Carteret County would be the potential sponsor and understands the cost share requirements on the feasibility study. The Reconnaissance Phase will address the shore erosion issues and explore shore protection alternatives. Siesmic exploration of potential offshore borrow areas, environmental baseline data collection and economic baseline data collection are scheduled to be performed during Fiscal Year 2002. A Feasibility Cost Sharing Agreement was signed in February 2001.

Fiscal Year 2001 funds will be used to complete the reconnaissance phase of the study. If the reconnaissance report is certified to be in accord with policy, the funds requested for Fiscal Year 2002 will be used to continue the feasibility phase of the study. The preliminary estimated cost of the feasibility phase is $3,270,000 which is to be shared on a 50-50 percent basis by Federal and non-Federal interests. A summary of study cost sharing is as follows:

Total Estimated Study Cost	$3,370,000
Reconnaissance Phase (Federal)	100,000
Feasibility Phase (Federal)	1,635,000
Feasibility Phase (Non-Federal)	1,635,000

The reconnaissance phase was completed in February 2001. The feasibility study completion is being determined

APPROPRIATION TITLE: General Investigations, Fiscal Year 2002
Division: South Atlantic

Study/Project	Total Estimated Federal Cost $	Allocation Prior to FY 2001 $	Allocation FY 2001 $	Tentative Allocation FY 2002 $	Additional to Complete After FY 2002 $
Dare County Beaches, NC (Hatteras & Ocracoke Portion) Wilmington District	3,075,000	15,000	500,000	100,000	2,460,000

The study area is approximately 80 miles long and covers the southern limits of Dare County from Oregon Inlet to Hatteras Inlet (Pea Island and Hatteras Island) and the northern limits of Hyde County from Hatteras Inlet to Ocracoke Inlet (Ocracoke Island). The area is primarily part of the Cape Hatteras National Seashore; however, there are a number of small resort towns located in the area including: Rodanthe; Waves; Salvo; Avon; Buxton; Frisco; Hatteras: and Ocracoke Village. Development consists of residences, lodging, and businesses engaged in sales and services to satisfy the needs of tourists and year-round residents. In recent years the area has experienced considerable erosion and damages to the NC12 transportation system as a result of storms. Local interests would like protection for the NC12 transportation system to reduce damages from storms and prevent long-term erosion impacts. The North Carolina Department of Transportation is the sponsor and understands the cost share requirements on the feasibility study. NC12 is the only transportation corridor for hurricane evacuation. The Sponsor has already invested $1,500,000 towards its share of the study cost. A partnership has been formed for the protection of NC12 and includes NCDOT, NPS, F&WL Service, NMFS, Corps, Dare County, and Hyde County. Work to be performed in Fiscal Year 2002 includes engineering studies of shoreline changes, profile data, beach profile sand samples and storm characteristics and environmental data acquisition and analysis. A Feasibility Cost Sharing Agreement is scheduled to be signed in June 2001.

Fiscal Year 2001 funds will be used to complete the reconnaissance phase of the study. Fiscal Year 2002 funds will be used to continue into the feasibility phase of the study. The preliminary estimated cost of the feasibility phase is $6,000,000 which is to be shared on a 50-50 percent basis by Federal and non-Federal interests. A summary of study cost sharing is as follows:

Total Estimated Study Cost	$6,075,000
Reconnaissance Phase (Federal)	75,000
Feasibility Phase (Federal)	3,000,000
Feasibility Phase (Non-Federal)	3,000,000

The reconnaissance phase is scheduled for completion in June 2001. The feasibility study is scheduled for completion is being determined.

APPROPRIATION TITLE. General Investigations, Fiscal Year 2002
Division: South Atlantic

Study/Project	Total Estimated Federal Cost $	Allocation Prior to FY 2001 $	Allocation FY 2001 $	Tentative Allocation FY 2002 $	Additional to Complete After FY 2002 $
Surf City and North Topsail Beach Wilmington District	1,600,000	0	100,000	100,000	1,400,000

The towns of Surf City and North Topsail Beach are located on Topsail Island. Topsail Island is a barrier island located about 25 miles northeast of Wilmington, NC. It is between New Topsail Inlet and New River Inlet. From north to south the communities of North Topsail Beach, Surf City and Topsail Beach are located on Topsail Island. As a result of Hurricane Fran in 1996, the damage to publicly owned properties exceeded $3,000,000, the total losses paid to privately owned property from FEMA was $11,055,247 and private insurance payments probably exceeded both of these amounts in Surf City. This storm also caused damages to publicly owned properties exceeding $2,000,000 and losses to privately owned property were $21,000,000 in North Topsail Beach. In 1996 Hurricanes Bertha and Fran produced an erosion of at least 25 feet of shoreline leaving 66 percent of the Surf City and North Topsail Beach shoreline without its natural vegetation. This erosion, along with recent hurricanes has either severely damaged or destroyed the primary dune system and the structures along the ocean shoreline leaving the towns vulnerable to damage from future storm events. Topsail Island, of which Surf City and North Topsail Beach are a major part, is an established rookery for the Loggerhead Turtle. The town of Surf City has established a beach renourishment committee that has been meeting with property owners. They have determined that property owners are willing to support a shore protection study and project, if feasible. Both communities would be the potential sponsors and they understand the cost share requirements on the feasibility study. The Reconnaissance Phase will address the shore erosion issues and explore shore protection alternatives. The study will determine whether or not the problems warrant Federal participation and the Federal interest in potential project alternatives, as well as develop a Project Study Plan (PSP), which would include scopes, schedules and cost estimate for the Feasibility Phase. A feasibility cost sharing agreement is scheduled to be signed in January 2002.

Fiscal Year 2001 funds will be used to complete the reconnaissance phase If the reconnaissance report is certified to be in accord with policy, Fiscal Year 2002 funds will be used to initiate the feasibility phase. The preliminary cost of the feasibility phase is $3,000,000, which is to be cost shared on a 50-50 percent basis by Federal and non-Federal interests. A summary of the cost sharing is as follows:

Total Estimated Study Cost	$3,100,000
Reconnaissance Phase (Federal)	100,000
Feasibility Phase (Federal)	1,500,000
Feasibility Phase (Non-Federal)	1,500,000

The reconnaissance phase is scheduled for completion in January 2002. The feasibility phase completion is being determined.

APPROPRIATION TITLE: General Investigations, Fiscal Year 2002
Division: South Atlantic

Study/Project	Total Estimated Federal Cost $	Allocation Prior to FY 2001 $	Allocation FY 2001 $	Tentative Allocation FY 2002 $	Additional to Complete After FY 2002 $
South Carolina					
Pawleys Island Charleston District	478,000	192,000	186,000	100,000	0

Pawleys Island is a 3.5 mile long barrier island located approximately 22 miles southwest of Myrtle Beach and 13 miles northeast of Georgetown, South Carolina. Approximately 250 homes are located on this island, which is currently experiencing erosion and storm damage problems that threaten homes, roads, and public utilities. Prior storm events have resulted in breaches of the main access road and damages to electric, water, and sewage lines. The southern portion of Pawleys Island is narrow and particularly susceptible to breaching, which could isolate as many as 50 homes from the mainland. This study will assess the viability of developing a protective sand berm to reduce storm damages. The Town of Pawleys Island is the local sponsor. They have expressed their interest in the project by execution of the FCSA on April 28, 2000.

Fiscal Year 2001 funds are being used to continue the feasibility phase. The funds requested for Fiscal Year 2002 will be used to complete the feasibility phase of the study. The preliminary estimated cost of the feasibility phase is $696,000, which is to be shared on a 50-50 percent basis by Federal and non-Federal interests. A summary of the study cost sharing is as follows:

Total Estimated Study Cost	$826,000
Reconnaissance Phase (Federal)	130,000
Feasibility Phase (Federal)	348,000
Feasibility Phase (Non-Federal)	348,000

The reconnaissance phase was completed in April 2000. The feasibility study is scheduled for completion in June 2002.

APPROPRIATION TITLE: General Investigations, Fiscal Year 2002
Division: South Atlantic

Study/Project	Total Estimated Federal Cost $	Allocation Prior to FY 2001 $	Allocation FY 2001 $	Tentative Allocation FY 2002 $	Additional to Complete After FY 2002 $
d. Special Studies					
Alabama					
Cahaba River Watersheds Mobile District	1,373,000	230,000	80,000	160,000	903,000

The study area encompasses the Cahaba River Watershed in Jefferson and Shelby Counties in Northern Alabama. The watershed has a total drainage area of 270 square miles. The June 1999 flooding caused damages to businesses and homes in several Jefferson County municipalities, especially Birmingham, Irondale, and Mountain Brook. Mountain Brook had six inches and Irondale had 4.5 inches of rain within 1.5 hours. There is an urgent need to address the flooding associated with storm water runoff, and to identify flood damage reduction needs. The Section 905(b) Analysis concluded that there is adequate justification to proceed to the feasibility phase. Reconnaissance phase efforts are underway to identify willing non-Federal sponsors and to develop a Project Study Plan and Feasibility Cost Sharing Agreement. The feasibility study will include engineering, economic, and environmental investigations to address flooding associated with storm water runoff and to identify flood damage reduction needs. Jefferson County and the affected municipalities are the potential non-Federal sponsors and they understand the requirements for study cost sharing. The Feasibility Cost Sharing Agreement is scheduled to be signed in September 2001.

FY 2001 funds are being used to fully fund the reconnaissance phase at full Federal expense. If the reconnaissance report is certified to be in accord with policy, funds requested for FY 2002 will be used to continue into the feasibility phase. The preliminary estimated cost of the feasibility phase is $2,125,000, which is to be shared on a 50 - 50 percent basis by Federal and non-Federal interests. A summary of study costs sharing is as follows:

Total Estimated Study Cost	$2,435,000
Reconnaissance Phase (Federal)	310,000
Feasibility Phase (Federal)	1,063,000
Feasibility Phase (Non-Federal)	1.062,000

The reconnaissance phase is scheduled for completion in September 2001. The feasibility phase completion date is to be determined.

APPROPRIATION TITLE: General Investigations, Fiscal Year 2002
Division: South Atlantic

Study/Project	Total Estimated Federal Cost $	Allocation Prior to FY 2001 $	Allocation FY 2001 $	Tentative Allocation FY 2002 $	Additional to Complete After FY 2002 $
Village Creek, Jefferson County (Birmingham Watershed) Mobile District	1,463,000	493,000	187,000	250,000	533,000

The study area encompasses the watersheds in metropolitan Birmingham, Alabama that are located in the Black Warrior River Basin, includi ng Village Creek and Valley Creek, in Jefferson County in northern Alabama. Due to recent flooding, there is an urgent need to examine the area for flood damage prevention. Floods in October 1995, January 1996, and March 1996 damaged over 1,000 residential and commercial properties in the Village Creek watershed with damages estimated to be about $5,000,000. The feasibility study will include engineering, economic, and environmental investigations to identify potential alternatives that would alleviate fl ood damages. The City of Birmingham is the local sponsor and understands the requirements for study cost sharing. Feasibility Cost Sharing Agreement was signed in March 1999.

Fiscal Year 2001 funds are being used to continue the feasibility phase of the study. The funds requested for Fiscal Year 2002 will be used to continue the feasibility phase of the study. The estimated cost of the feasibility phase is $2,686,000, which is to be shared on a 50-50 percent basis by Federal and non-Federal interests. A summary of study cost sharing is as follows:

Total Estimated Study Cost	$2,806,000
Reconnaissance Phase (Federal)	120,000
Feasibility Phase (Federal)	1,343,000
Feasibility Phase (Non-Federal)	1,343,000

The reconnaissance phase was completed in March 1999. The feasibility phase study completion is to be determined.

APPROPRIATION TITLE: General Investigations, Fiscal Year 2002
Division: South Atlantic

Study/Project	Total Estimated Federal Cost $	Allocation Prior to FY 2001 $	Allocation FY 2001 $	Tentative Allocation FY 2002 $	Additional to Complete After FY 2002 $
Georgia					
Arabia Mountain Savannah District	1,100,000	0	75,000	60,000	965,000

The Davidson-Arabia Mountain Nature Preserve is located on the southeast quadrant of DeKalb County in Lithonia, Georgia. It is approximately 5 miles southeast of the I-20 and I-285 intersection and is a 20-minute drive from downtown Atlanta, Georgia. Stevenson Creek, a tributary of the South River, runs through the Arabia Mountain Preserve. The Arabia Mountain Preserve is comprised of 535 acres of granite outcrop with wetlands, pine and oak forests, streams, and a lake. It sustains two federally protected and endangered plant species and one federally listed threatened species. The unique and rare vernal pools, which are considered wetlands, are critical habitat for these species. DeKalb County is the potential sponsor and understands the requirements for study cost sharing.

The Arabia Mountain Preserve has received the Nature Conservancy's most urgent priority preservation rating. Past mining has contributed to the degradation of this unique ecosystem. An earthen dam within the Preserve was built on Stevenson Creek over 75 years ago. The earthen dam and a firing range within the Stevenson Creek watershed are potentially contributing to the degradation of this ecosystem.

Fiscal Year 2001 funds are being used to fully fund the reconnaissance phase at full Federal expense. If the reconnaissance report is certified to be in accord with policy, the funds requested for Fiscal Year 2002 will be used to continue into the feasibility phase of the study. The preliminary estimated cost of the feasibility phase is $2,000,000, which is to be shared on a 50-50 percent basis by Federal and non-Federal interests. A summary of study cost sharing is as follows:

Total Estimated Study Cost	$2,100,000
Reconnaissance Phase (Federal)	100,000
Feasibility Phase (Federal)	1,000,000
Feasibility Phase (Non-Federal)	1,000,000

The reconnaissance phase is scheduled for completion in September 2002. The feasibility study completion date is being determined.

APPROPRIATION TITLE: General Investigations, Fiscal Year 2002
Division: South Atlantic

Study/Project	Total Estimated Federal Cost $	Allocation Prior to FY 2001 $	Allocation FY 2001 $	Tentative Allocation FY 2002 $	Additional to Complete After FY 2002 $
Allatoona Lake Mobile District	926,000	251,000	107,000	300,000	268,000

Allatoona Lake is a federal project located on the Etowah River, a tributary to the Coosa River, 48 miles above Rome, Georgia. The project includes a dam, hydroelectric powerhouse, gated spillway, a flood control reservoir and 31 recreational areas over 37,000 acres. The recent "Clean Lake Study" commissioned by local water authorities and undertaken by the A. L. Burris Institute of Public Service at Kennesaw State University sought to identify environmental problems within Lake Allatoona. The study notes that pollution has affected a tributary of the lake known as the Little River area. The study also concluded that erosion and sedimentation could contribute unwanted loads into the Etowah River and downstream into Lake Allatoona. The study will be conducted to evaluate environmental problems and recommend environmental restoration measures, including structural and non-structural approaches, for the Little River Watershed, which drains into Lake Allatoona. The study will also identify and recommend measures to alleviate shoreline erosion and sedimentation problems, including structural and non-structural solutions, along Lake Allatoona, Little River, and the Etowah River. The Lake Allatoona Preservation Authority is the potential sponsor and they understand the cost-share requirements of the feasibility phase. The Feasibility Cost Sharing Agreement is scheduled to be signed in June 2001.

Fiscal Year 2001 funds are being used to complete the reconnaissance phase at full Federal expense, and since the reconnaissance report was certified to be in accord with policy, to continue into the feasibility phase. Funds requested for Fiscal Year 2002 will be used to continue the feasibility phase of the study. The preliminary estimated cost of the feasibility phase is $1,350,000, which is to be shared on a 50-50 percent basis by Federal and non-Federal interests. A summary of study cost sharing is as follows:

Total Estimated Study Cost	$1,601,000
Reconnaissance Phase (Federal)	251,000
Feasibility Phase (Federal)	675,000
Feasibility Phase (Non-Federal)	675,000

The reconnaissance phase is scheduled for completion in June 2001. The feasibility phase study completion date is to be determined.

APPROPRIATION TITLE: General Investigations, Fiscal Year 2002
Division: South Atlantic

Study/Project	Total Estimated Federal Cost $	Allocation Prior to FY 2001 $	Allocation FY 2001 $	Tentative Allocation FY 2002 $	Additional to Complete After FY 2002 $
Indian, Sugar, Intrenchment, & Federal Prison Creeks Mobile District	1,130,000	86,000	44,000	100,000	900,000

Indian, Sugar, Intrenchment, and Federal Prison Creeks are located within the metropolitan Atlanta watershed in portions of DeKalb County, Fulton County and the City of Atlanta. Fulton County and DeKalb County, Georgia and the City of Atlanta have passed floodplain regulations, resolutions, or ordinances to restrict development in flood-prone areas; however, the rapid urbanization of the metropolitan Atlanta area prior to their passage resulted in the development of many areas subject to periodic flooding. Both scarcity of land and attractiveness of streamside areas contributed to encroachment on the floodplain. Local drainage patterns have also been greatly altered by urbanization. At many locations, extensive storm drain systems have been used to substantially alter natural drainage patterns in order to remove water quickly. Rapid urbanization in the metropolitan Atlanta area over the last few decades has resulted in increases in the magnitude and frequency of severe floods; increased streambank erosion; depreciated water quality; a reduction in diversity and abundance of aquatic insects and fish; and destruction of wetlands, riparian buffers, and springs. This study will be conducted for the purpose of developing a comprehensive watershed plan for parts of metropolitan Atlanta, including Indian, Sugar, Intrenchment, Federal Prison, and Snapfinger Creeks. Development of the master plan will be based on a thorough assessment of the changes in stream hydrology, morphology, water quality and habitat and ecology. DeKalb County and the City of Atlanta are potential sponsors and they understand the cost-share requirements of the feasibility phase. Feasibility Cost Sharing Agreement is scheduled to be signed in October 2001.

FY 2001 funds are being used to complete the reconnaissance phase at full Federal expense. If the reconnaissance report is certified to be in accord with policy, funds requested for fiscal year 2002 will be used to continue into the feasibility phase. The preliminary estimated cost of the feasibility phase is $2,000,000, which is to be shared on a 50-50 percent basis by Federal and non-Federal interests. A summary of study cost sharing is as follows:

Total Estimated Study Cost	$2,130,000
Reconnaissance Phase (Federal)	130,000
Feasibility Phase (Federal)	1,000,000
Feasibility Phase (Non-Federal)	1,000,000

The reconnaissance phase is scheduled for completion in October 2001. The feasibility phase study completion date is to be determined.

APPROPRIATION TITLE: General Investigations, Fiscal Year 2002
Division: South Atlantic

Study/Project	Total Estimated Federal Cost $	Allocation Prior to FY 2001 $	Allocation FY 2001 $	Tentative Allocation FY 2002 $	Additional to Complete After FY 2002 $
Long Island, Marsh, Johns Creeks Mobile District	1,100,000	86,000	14,000	100,000	900,000

Long Island, Marsh and Johns Creeks are located within the metropolitan Atlanta watershed principally in Fulton County. Fulton County, Georgia has passed floodplain regulations, resolutions, or ordinances to restrict development in flood-prone areas; however, rapid urbanization prior to their passage resulted in the development of many areas subject to periodic flooding. Both the scarcity of land and attractiveness of streamside areas contributed to encroachment on the floodplain. Local drainage patterns have also been greatly altered by the urbanization of the metropolitan area. At many locations, extensive storm drain systems have been used to substantially alter natural drainage patterns in order to remove water quickly. Rapid urbanization in the metropolitan Atlanta area over the last few decades has resulted in increases in the magnitude and frequency of severe floods; increased streambank erosion; depreciated water quality; a reduction in diversity and abundance of aquatic insects and fish; and destruction of wetlands, riparian buffers, and springs. The study will be conducted for the purpose of developing a comprehensive watershed plan for parts of metropolitan Atlanta, including Long Island, Marsh and Johns Creeks. Development of the master plan will be based on a thorough assessment of the changes in stream hydrology, morphology, water quality and habitat and ecology. Fulton County is the potential sponsor and understands the cost-share requirements of the feasibility phase. Feasibility Cost Sharing Agreement is scheduled to be signed in November 2001.

FY 2000 carryover funds are being used in FY 2001 to complete the reconnaissance phase at full Federal expense. If the reconnaissance report is certified to be in accord with policy, funds requested for FY 2002 will be used to continue into the feasibility phase. The preliminary estimated cost of the feasibility phase is $2,000,000, which is to be cost-shared on a 50-50 percent basis by Federal and non-Federal interests. A summary of study cost sharing follows:

Total Estimated Study Cost	$2,100,000
Reconnaissance Phase (Federal)	100,000
Feasibility Phase (Federal)	1,000,000
Feasibility Phase (Non-Federal)	1,000,000

The reconnaissance phase is scheduled for completion in November 2001. The feasibility phase study completion date is to be determined.

APPROPRIATION TITLE: General Investigations, Fiscal Year 2002
Division: South Atlantic

Study/Project	Total Estimated Federal Cost $	Allocation Prior to FY 2001 $	Allocation FY 2001 $	Tentative Allocation FY 2002 $	Additional to Complete After FY 2002 $
Metro Atlanta Watershed Mobile District	2,230,000	1,731,000	274,000	175,000	50,000

Study is being conducted to develop a comprehensive watershed master plan for parts of metropolitan Atlanta in the Peachtree and Nancy Creeks Watershed. DeKalb County and Fulton County, Georgia and the City of Atlanta have passed floodplain regulations, resolutions, or ordinances to restrict development in flood-prone areas; however, rapid urbanization of metropolitan Atlanta resulted in development of many areas subject to periodic flooding prior to passage of these rules. Change in stream morphology resulted from stream channel widening, increased streambank erosion, elimination of pool/riffle structure, and imbedding of stream sediments. Changes in stream water quality resulted from massive pulse of sediment during construction stages, increased pollutant loads in storm water runoff, and increased trash/debris jams. Development of the master plan will be based on a thorough assessment of changes in stream hydrology, morphology, water quality, habitat, and ecology. There are over 600 residential structures in the 100-year flood plain. Study will identify potential alternatives to alleviate flood damage, water quality, and inter-related storm drainage and sanitary sewer infrastructure problems, and enhance environmental quality. DeKalb County, Fulton County, and the City of Atlanta are the sponsors, and they understand the requirements for study cost sharing. Feasibility Cost Sharing Agreement was signed in July 1998.

Fiscal Year 2001 funds are being used to continue the feasibility phase of the study. Funds requested for FY 2002 will be used to continue the feasibility study. The preliminary estimated cost of the feasibility phase is $3,400,000, which is to be shared on a 50-50 percent basis by Federal and non-Federal interests. A summary of study cost sharing is as follows:

Total Estimated Study Cost	$3,930,000
Reconnaissance Phase (Federal)	530,000
Feasibility Phase (Federal)	1,700,000
Feasibility Phase (Non-Federal)	1,700,000

The reconnaissance phase was completed in July 1998. The feasibility phase study completion date is to be determined.

APPROPRIATION TITLE: General Investigations, Fiscal Year 2002
Division: South Atlantic

Study/Project	Total Estimated Federal Cost $	Allocation Prior to FY 2001 $	Allocation FY 2001 $	Tentative Allocation FY 2002 $	Additional to Complete After FY 2002 $
Savannah Harbor Ecosystem Savannah District	1,690,000	405,000	450,000	350,000	485,000

The Savannah River Basin encompasses an area of 11,000 square miles in Georgia and South Carolina. Major cities in the basin are Savannah and Augusta, Georgia, and Aiken, South Carolina. Recent studies by the Corps of Engineers, the states of Georgia and South Carolina, and Federal and State agencies have highlighted that there are current water resource problems and needs being encountered in the Savannah River Basin that need to be investigated. A critical need to address dissolved oxygen levels in Savannah Harbor was identified by several major stakeholders. Although the focus of this problem is Savannah Harbor, modeling and technical work will extend to Augusta, Georgia to evaluate upstream contributions to point and non-point source loads. Evaluation of dissolved oxygen in Savannah Harbor is a complex issue due to the dynamic nature of the tidal estuary, the complicated hydraulic processes in the harbor, and uncertainties associated with related biological components. The historical seasonal lowering of dissolved oxygen in Savannah Harbor is well documented and illustrates an annual impairment of the estuary's ecosystem. Two endangered species, the shortnose sturgeon and the manatee, are common in the estuary and can be affected by low levels of dissolved oxygen. The channel deepenings, which have occurred this century, have impacted the geography and thus the hydrology of the river channel. Increased channel depths have reduced vertical mixing. Higher salinity levels and lower dissolved oxygen have resulted. Data from sampling during summer low flow periods indicate dissolved oxygen levels below one in the navigation channel. These levels are not supportive of a healthy, productive, aquatic ecosystem. The local sponsor, the City of Savannah, signed the Feasibility Cost Sharing agreement 2 August 1999.

Fiscal Year 2001 funds are being used to continue the feasibility phase of the study. The funds requested for Fiscal Year 2002 will be used to complete the feasibility phase. The estimated cost of the feasibility phase is $3,220,000, which is to be shared on a 50-50 percent basis by Federal and non-Federal interests. A summary of study cost sharing is as follows:

Total Estimated Study Cost	$3,300,000
Reconnaissance Phase (Federal)	80,000
Feasibility Phase (Federal)	1,610,000
Feasibility Phase (Non-Federal)	1,610,000

The reconnaissance phase was completed in August 1999. The feasibility study completion date is being determined.

APPROPRIATION TITLE: General Investigations, Fiscal Year 2002
Division: South Atlantic

Study/Project	Total Estimated Federal Cost $	Allocation Prior to FY 2001 $	Allocation FY 2001 $	Tentative Allocation FY 2002 $	Additional to Complete After FY 2002 $
Utoy, Sandy and Proctor Creeks Mobile District	1,100,000	86,000	14,000	150,000	850,000

Utoy, Sandy and Proctor Creeks are located within the metropolitan Atlanta watershed in middle western portions of Fulton County, and the City of Atlanta. Fulton County, Georgia and the City of Atlanta have passed floodplain regulations, resolutions, or ordinances to restrict development in flood-prone areas; however, the rapid urbanization of the metropolitan Atlanta area prior to passage of these regulations, resolutions, or ordinances resulted in the development of many areas subject to periodic flooding. Both the scarcity of land and attractiveness of streamside areas contributed to encroachment on the floodplain. Local drainage patterns have also been greatly altered by the urbanization of the metropolitan area. At many locations, extensive storm drain systems have been used to substantially alter natural drainage patterns in order to remove water quickly. Rapid urbanization in the metropolitan Atlanta area over the last few decades has resulted in increases in the magnitude and frequency of severe floods; increased streambank erosion; depreciated water quality; a reduction in diversity and abundance of aquatic insects and fish; and destruction of wetlands, riparian buffers, and springs. The study will be conducted for the purpose of developing a comprehensive watershed plan for parts of metropolitan Atlanta, including Utoy, Sandy and Proctor Creeks. Development of the master plan will be based on a thorough assessment of the changes in stream hydrology, morphology, water quality and habitat and ecology. The City of Atlanta is a potential sponsor and understands the cost-share requirements of the feasibility phase. Feasibility Cost Sharing Agreement is scheduled to be signed in July 2001.

Fiscal Year 2001 funds are being used to complete the reconnaissance phase at full Federal expense. If the reconnaissance report is certified to be in accord with policy, funds requested for FY 2002 will be used to continue into the feasibility study. The preliminary estimated cost of the feasibility phase is $2,000,000, which is to be shared on a 50-50 percent basis by Federal and non-Federal interests. A summary of study cost sharing is as follows:

Total Estimated Study Cost	$2,100,000
Reconnaissance Phase (Federal)	100,000
Feasibility Phase (Federal)	1,000,000
Feasibility Phase (Non-Federal)	1,000,000

The reconnaissance phase is scheduled for completion in July 2001. The feasibility phase study completion date is to be determined.

APPROPRIATION TITLE: General Investigations, Fiscal Year 2002
Division: South Atlantic

Study/Project	Total Estimated Federal Cost $	Allocation Prior to FY 2001 $	Allocation FY 2001 $	Tentative Allocation FY 2002 $	Additional to Complete After FY 2002 $
North Caroliona					
Currituck Sound Wilmington District	1,100,000	0	75,000	200,000	825,000

The study area is located in Currituck and Dare Counties in the northeastern part of North Carolina. Currituck Sound is a 153 square mile brackish water estuary separated from the Atlantic Ocean by thin barrier islands known as the Outer Banks. The sound has an average depth of 5 feet and maximum depth of approximately 13 feet. The most significant freshwater inputs to Currituck Sound include North Landing River and Northwest River, both originating in the Great Dismal Swamp of North Carolina and Virginia. Back bay, a 35 square mile estuary located in Virginia, also discharges water into the sound through shallow water channels along the eastern shore. Water level fluctuations in Currituck Sound are a function of prevailing winds from Albemarle Sound; southerly winds force water into Currituck Sound, whereas northerly winds force water out. The cumulative effects of prevailing winds and possible point source inputs of brackish water from Federal canals influence sound salinity. The local interests are concerned about increased salinity levels which have frequently exceeded the threshold for many freshwater fisheries (largemouth bass, black crappie, and bluegill) and have caused a severe decline in these fisheries. In addition, the increased salinity regime has contributed to the loss of extensive submerged aquatic vegetation (SAV). SAV provides a food source for various fish stocks, creates an ideal habitat for numerous migrating waterfowl species, and maintains the stability of the sound bottom. The study will address these water quality issues and explore environmental protection and restoration alternatives. Economic and environmental baseline data collection is scheduled to be performed in Fiscal Year 2002. The State of North Carolina is the sponsor and understands the cost share requirements on the feasibility study. The feasibility cost sharing agreement is scheduled for execution in February 2002.

Fiscal Year 2001 funds are being used to fully fund the reconnaissance phase at full Federal expense. If the reconnaissance report is certified to be in accord with policy, the funds for Fiscal Year 2002 will be used to continue into the feasibility phase of the project. The preliminary estimated cost of the feasibility phase is $2,000,000, which is to be shared on a 50-50 percent basis by Federal and non-Federal interests. A summary of study cost sharing is as follows:

Total Estimated Study Cost	$2,100,000
Reconnaissance Phase (Federal)	100,000
Feasibility Phase (Federal)	1,000,000
Feasibility Phase (Non-Federal)	1,000,000

The reconnaissance phase is scheduled for completion in February 2002. The feasibility study is scheduled for completion is being determined.

APPROPRIATION TITLE: General Investigations, Fiscal Year 2002
Division: South Atlantic

Study/Project	Total Estimated Federal Cost $	Allocation Prior to FY 2001 $	Allocation FY 2001 $	Tentative Allocation FY 2002 $	Additional to Complete After FY 2002 $
Lockwoods Folly River Wilmington District	1,470,000	142,000	0	83,000	1,245,000

Lockwoods Folly River is 50 miles in length and has a drainage area of 180 square miles. It is located in Brunswick County in southeastern North Carolina and originates at a point about 16 miles southwest of Wilmington and flows first westerly, then southwesterly, and empties into the Atlantic Ocean at a point about 15 miles west of the mouth of the Cape Fear River. A decline in the water quality of the Lockwoods Folly River has progressively taken place over the last decade. This has led to the closure of over 70 percent, more than 1,100 acres of the total available shellfishing acreage in the area due to bacterial contamination. A 1989 North Carolina Division of Water Quality report summarized that probable major sources of bacteria in the River were septic tanks and urban stormwater runoff. Locals are very concerned about hydrologic conditions and sedimentation within the lower estuary due to the location of existing federal navigation channels. The feasibility study will include the development of a comprehensive plan to address measures to improve water quality in the watershed. Alternative measures to be considered include wetland restoration, and riparian area restoration. This study and the proposed outputs are in accord with the Administration's Clean Water initiatives. The potential sponsor for the feasibility study is the State of North Carolina. A Feasibility Cost Sharing Agreement (FCSA) is scheduled to be signed in October 2001.

Fiscal Year 2000 carryover funds will be used to initiate the feasibility phase of the study including engineering, economic and environmental studies. Fiscal year 2002 funds will be used to continue the feasibility phase, including watershed, hydrodynamic and water quality modeling and identification of fecal coliform sources. The estimated cost of the feasibility phase is $2,700,000, which is to be shared on a 50-50 percent basis by Federal and non-Federal interests. A summary of study cost sharing is as follows:

Total Estimated Study Cost	$2,820,000
Reconnaissance Phase (Federal)	120,000
Feasibility Phase (Federal)	1,350,000
Feasibility Phase (Non-Federal)	1,350,000

The reconnaissance phase is scheduled for completion in October 2001. The feasibility study completion is being determined.

APPROPRIATION TITLE: General Investigations, Fiscal Year 2002
Division: South Atlantic

Study/Project	Total Estimated Federal Cost $	Allocation Prior to FY 2001 $	Allocation FY 2001 $	Tentative Allocation FY 2002 $	Additional to Complete After FY 2002 $
South Carolina					
Charleston Estuary Charleston District	1,677,000	157,000	0	50,000	1,470,000

The Charleston Estuary includes over 50,000 acres of coastal marshes and the water bodies include the tidal reaches of the Ashley, Cooper, Stono and Wando Rivers and lower Charleston Harbor. Charleston's metro area population is expected to increase by 50 percent in the next 20 years and as urban development expands, non-point source pollutants carried into the estuary will increase, further degrading water quality. Environmental restoration opportunities include wetlands, fish and wildlife habitat restoration, and water quality improvements. The reconnaissance report was completed and approved in February 1999. The report recommended a feasibility analysis of several ecosystem restoration areas including: 1) development of a regional wetlands plan to include mechanisms for conservation easements, and deed restrictions while still addressing future growth scenarios; 2) development of a mechanism to facilitate coordination between state cultural resource preservation agencies and the many local preservation agencies to ensure protection of valuable cultural resource sites that are now being overlooked; 3) development of a regional water quality plan; 4) development of a recreational resource plan for the estuary area; 5) restoration of degraded wetlands through propagation of spartina marsh; 6) provide wildlife habitat through beneficial use of dredged material; and 7) provide increased water quality benefits through a cooperative oyster propagation/seeding program. The potential sponsor for the study is the South Carolina Department of Natural Resources. The Feasibility Cost Sharing Agreement is scheduled for completion in July 2002.

Fiscal Year 2000 funds were carried into Fiscal Year 2001 and are being used to complete the reconnaissance phase of the study. The funds requested for Fiscal Year 2002 will be used to initiate the feasibility study. The preliminary estimated cost of the feasibility phase is $3,000,000, which is to be shared on a 50-50 percent basis by Federal and non-Federal interests. A summary of the study cost sharing is as follows:

Total Estimated Study Cost	$3,177,000
Reconnaissance Phase (Federal)	177,000
Feasibility Phase (Federal)	1,500,000
Feasibility Phase (Non-Federal)	1,500,000

The reconnaissance phase is scheduled for completion in July 2002. The feasibility study schedule is being determined.

APPROPRIATION TITLE: General Investigations, Fiscal Year 2002
Division: South Atlantic

Study/Project	Total Estimated Federal Cost $	Allocation Prior to FY 2001 $	Allocation FY 2001 $	Tentative Allocation FY 2002 $	Additional to Complete After FY 2002 $
e. Comprehensive Studies					
Georgia					
Savannah River Basin Comprehensive Savannah District	2,548,000	625,000	300,000	230,000	1,393,000

The Savannah River Basin encompasses an area of 11,000 square miles in Georgia and South Carolina. Major cities in the basin are Savannah and Augusta, Georgia, and Aiken, South Carolina. Recent studies by the Corps of Engineers, the states of Georgia and South Carolina, and Federal and state agencies have highlighted that there are current water resource problems and needs being encountered in the Savannah River Basin that need to be investigated. Changes in land use below the J. Strom Thurmond, Hartwell and Richard B. Russell reservoirs has prompted the need to reexamine flood control needs in the basin. A review of the quality of habitat below the reservoirs will be conducted to determine restoration measures needed to address adverse impacts on wetlands, and fish and wildlife resources. Continued rapid growth in the basin is increasing pressures to develop new sources of surface water supply in the upper watershed. Pressures are also being felt in the lower watershed since Georgia and South Carolina are now restricting further use of the Floridian Aquifer. The feasibility study is focusing on review of the operation of the major reservoirs in the basin, the need for additional flood control measures, environmental restoration, surface water supply and other allied water resources problems. In addition, the study is reviewing the results of various state and Federal efforts conducted to date to identify problems, needs, and potential alternative plans. Goals and objectives for subsequent planning efforts and planning constraints are being developed in coordination with the states, affected agencies, and local interest groups. The states of Georgia and South Carolina are the local sponsors and are willing to participate in 50-50 cost sharing of feasibility phase studies. The Feasibility Cost Sharing Agreement was signed in June 2000.

The study authorization requires that the study be coordinated with EPA and its ongoing Watershed Study of the basin. Corps efforts have been coordinated with the EPA study through participation on eight policy, management, and resource committees. The Policy committee is currently developing a "Watershed Strategy" to implement priority recommendations. One priority recommendation is the conduct of the Savannah River Basin Comprehensive study. A number of the priority recommendations are dependent upon the comprehensive study for their resolution.

Fiscal Year 2001 funds are being used to continue the feasibility phase of the study. The funds requested for Fiscal Year 2002 will be used to continue the feasibility phase. The preliminary estimated cost of the feasibility phase is $4,000,000, which is to be shared on a 50-50 percent basis by Federal and non-Federal interests. A summary of study cost sharing is as follows:

Total Estimated Study Cost	$4,548,000
Reconnaissance Phase (Federal)	548,000
Feasibility Phase (Federal)	2,000,000
Feasibility Phase (Non-Federal)	2,000,000

The reconnaissance phase was completed in June 2000. The feasibility study completion date is being determined.

APPROPRIATION TITLE: General Investigations, Fiscal Year 2002
Division: South Atlantic

Study/Project	Total Estimated Federal Cost $	Allocation Prior to FY 2001 $	Allocation FY 2001 $	Tentative Allocation FY 2002 $	Additional to Complete After FY 2002 $
South Carolina					
Broad River Basin Charleston District	1,300,000	0	100,000	125,000	1,075,000

The Broad River Basin (5,420 square miles) is one of the upper four sub-basins in the Santee, Cooper, and Congaree River Basin and includes portions of 18 counties in both North and South Carolina. The Santee, Cooper, and Congaree reconnaissance report completed in May 1997 identified a need for site specific investigations in each sub-basin. The problems and opportunities identified for investigations within the Broad River sub-basin cover a variety of diverse areas. These opportunities include 1) extensive flooding in Greenville and Spartanburg Counties, SC; 2) floodplain delineation's in Greenville, Spartanburg, and Union Counties, SC; 3) riparian ecosystem restoration and greenways for the Enoree River; 4) aquatic and riparian ecosystem restoration for areas upstream from Columbia Diversion Dam and downstream from Parr Reservoir; and 5) anadromous fish passage through the Columbia Diversion Dam. Continued flooding and environmental degradation in these areas warrant investigation and resolution as quickly as possible. In addition to the counties listed above, the South Carolina Department of Natural Resources is a potential sponsor of this study and understands the cost-sharing requirements of the feasibility phase.

Fiscal Year 2001 funds are being used to initiate the reconnaissance phase of the study. The funds requested for Fiscal Year 2002 will be used to complete the reconnaissance phase of the study and initiate the feasibility phase. The preliminary estimated cost of the feasibility phase is $2,200,000, which is to be shared on a 50-50 percent basis by Federal and non-Federal interests. A summary of the study cost sharing is as follows:

Total Estimated Study Cost	$2,400,000
Reconnaissance Phase (Federal)	200,000
Feasibility Phase (Federal)	1,100,000
Feasibility Phase (Non-Federal)	1,100,000

The reconnaissance phase is scheduled for completion in December 2001. The feasibility study schedule is being determined.

APPROPRIATION TITLE: General Investigations, Fiscal Year 2002
Division: South Atlantic

Study/Project	Total Estimated Federal Cost $	Allocation Prior to FY 2001 $	Allocation FY 2001 $	Tentative Allocation FY 2002 $	Additional to Complete After FY 2002 $
f. Review of Authorized Projects					
South Carolina					
Atlantic Intracoastal Waterway Charleston District	4,722,000	1,202,000	633,000	655,000	2,232,000

The Atlantic Intracoastal Waterway is a naturally protected navigation route that generally parallels the Atlantic coast between Norfolk, Virginia and the St. John's River in Florida. In South Carolina the project starts near Little River at the North Carolina-South Carolina state line and extends generally south along the coast for a total of 210 miles. The project provides for a waterway 12 feet deep and not less than 90 feet wide and was completed in 1940. This study will investigate existing and future commercial shallow draft navigation needs on a phased approach. The study will review ways to improve safety and navigation efficiency and reduce O&M costs. It will address possible realignment/enlargement of the waterway at specific locations as a result of planned bridges, evaluate the construction of new passing lanes, and evaluate erosion control and/or bank stabilization as related to channel improvement

Activities to be undertaken in Fiscal Year 2001 include aerial photography, bathymetry, soil borings, GIS development, review of commodities, and economic analysis.

Activities to be undertaken in Fiscal Year 2002 include evaluation of real estate requirements, identification of alternatives and preparation of preliminary cost estimates.

The reconnaissance phase was completed in August 1998. The feasibility study schedule is being determined

APPROPRIATION TITLE: General Investigations, Fiscal Year 2002
Division: South Atlantic

Study/Project	Total Estimated Federal Cost $	Allocation Prior to FY 2001 $	Allocation FY 2001 $	Tentative Allocation FY 2002 $	Additional to Complete After FY 2002 $
2. PRECONSTRUCTION ENGINEERING AND DESIGN (PED)					
a. Watershed/Ecosystem					
South Carolina					
Yadkin-Pee Dee Rivers Watershed Charleston District	1,238,000	0	0	50,000	1,188,000

The Pee Dee River Basin, the second largest basin draining to the South Atlantic Coast, extends northwest from the coast at Georgetown, across the North Carolina state line into western North Carolina, with a small portion into Virginia. The basin drainage area is about 18,000 square miles. A change in natural flow regime, caused by the construction of several hydropower dams in North Carolina, has negatively impacted the fish and wildlife habitat, in the lower portion of the basin along the Pee Dee River. The feasibility study is evaluating an array of alternatives to include reevaluation of the minimum flow requirements of the dams, however, the alternatives being evaluated may also provide additional benefits such as water supply, flood control, and recreation. The feasibility study is scheduled for completion in September 2001. The South Carolina Department of Natural Resources is the local sponsor.

PED will ultimately be cost shared at the rate of the project to be constructed, but will be financed through the PED period at 25% non-Federal. Any adjustments that may be necessary to bring the non-Federal contribution in line with the project cost sharing will be accomplished in the first year of construction.

Total Estimated Preconstruction Engineering and Design Costs	$1,650,000	Total Estimated Preconstruction Engineering and Design Costs	$1,650,000
Initial Federal Share	1,238,000	Ultimate Federal Share	1,073,000
Initial Non-Federal Share	412,000	Ultimate Non-Federal Share	577,000

Fiscal Year 2000 funds were carried into Fiscal Year 2001 and are being used to complete the feasibility study. Fiscal Year 2002 funds will be used to initiate preconstruction, engineering, and design activities. The PED study schedule is being determined.

APPROPRIATION TITLE: General Investigations, Fiscal Year 2002
Division: South Atlantic

Study/Project	Total Estimated Federal Cost $	Allocation Prior to FY 2001 $	Allocation FY 2001 $	Tentative Allocation FY 2002 $	Additional to Complete After FY 2002 $
b. Navigation					
Florida					
Port Everglades Harbor Jacksonville District	450,000	0	0	300,000	150,000

Port Everglades Harbor is located on the east coast of Florida about 25 miles north of Miami and 325 Miles south of Jacksonville. Port Everglades is the deepes t harbor south of Norfolk, Virginia and one of the fastest growing container ports in the U.S. Currently, Port Everglades is the seventh largest container port on the east coast. Harbor pilots are required to restrict usage of the larger more efficient container vessel fleet due to maneuver and turning restraints. The feasibility report is scheduled for completion in January 2000. The project is estimated to cost $10 million with an estimated Federal cost of $6.5 million and an estimated non -Federal cost of $3.5 million. The benefit-cost ratio is 1.2 to 1 based upon the 905B Analysis dated March 1997. The local sponsor is Broward County, Port Everglades Department. The PED cost sharing agreement is scheduled for completion in January 2002. PED will ultim ately be cost shared at the rate for the project to be constructed but will be financed through the PED period at 25% non-Federal. Any adjustments that may be necessary to bring the non-Federal contribution in line with the project cost sharing will be accomplished in the first year of construction.

Total Estimated Preconstruction Engineering and Design Costs	$ 600,000	Total Estimated Preconstruction Engineering and Design Costs	$ 600,000
Initial Federal Share	450,000	Ultimate Federal Share	390,000
Initial Non-Federal Share	150,000	Ultimate Non-Federal Share	210,000

Fiscal Year 2002 funds will be used to initiate PED and completion date is being determined.

APPROPRIATION TITLE: General Investigations, Fiscal Year 2002
Division: South Atlantic

Study/Project	Total Estimated Federal Cost $	Allocation Prior to FY 2001 $	Allocation FY 2001 $	Tentative Allocation FY 2002 $	Additional to Complete After FY 2002 $
Georgia					
Savannah Harbor Expansion Savannah District	17,465,000	290,000	125,000	400,000	16,650,000

The Savannah Harbor area includes the lower 21.3 miles of the Savannah River, which is the principal boundary between the states of Georgia and South Carolina. The city of Savannah is located about 18 miles from the river mouth. Results of the South Atlantic Cargo Traffic Container Study indicate the current 1.9 million tonnage equivalent units (TEU) through South Atlantic Ports is projected to exceed 13 million TEU by the year 2050; this volume is greater than today's total U.S. containerized trade. With this growth, the capacity of the port of Savannah container cargo facilities is expected to be exceeded by 2005. GPA conducted the Feasibility Study under the authority of Section 203 of the Water Resources Development Act of 1986 (WRDA 86) and was responsible for funding all associated Feasibility Study costs. The Feasibility Report was submitted to the Secretary of the Army in August 1998. The project, authorized in WRDA 99, is estimated to cost $244,079,730, with an estimated Federal cost of $143,830,300 and an estimated non-Federal cost of $100,249,430 includes deepening the harbor channel from 42 feet up to 48 feet. The average annual benefits amount to $35.2 million, all for commercial navigation. The benefit-cost ratio is 3.0 to 1 at 7-1/8 percent based on the latest economic analysis dated August 1998. The Georgia Ports Authority (GPA) is the sponsor and is aware of project cost sharing requirements. PED may ultimately be cost shared under the authority of Section 204 of WRDA 86 (at the rate for the project to be constructed), but will be financed through the PED period at 86 percent non-Federal and 14 percent Federal. Upon completion of construction, credit will be given to the local sponsor for the Federal share of the PED cost.

Total Estimated Preconstruction Engineering and Design Costs	$23,286,000	Total Estimated Preconstruction Engineering and Design Costs	$23,286,000
Initial Federal Share	3,323,000	Ultimate Federal Share	17,465,000
Initial Non-Federal Share	19,963,000	Ultimate Non-Federal Share	5,821,000

In accordance with the cost sharing and financing concepts reflected in WRDA 86, non-Federal interests will be required to provide lands, easements, rights of way, and dredged material disposal areas; modify or relocate utilities, roads, bridges (except railroad bridges), and other facilities, where necessary, for the construction of the project; pay 25 percent of the cost of construction of the portion of the project which has a depth in excess of 20 feet but not in excess of 45 feet; pay 50 percent

of the cost of construction of the portion of the project which has a depth in excess of 45 feet; and reimburse an additional 10 percent of the cost of general navigation features allocated to commercial navigation within a period of 30 years following completion of construction, as partially reduced by a credit allowed for the value of lands, easements, rights of way, relocations, and dredged material disposal areas provided for commercial navigation.

Fiscal Year 2001 funds are being used to continue Federal oversight and participation in a Stakeholders Evaluation Group (SEG) and begin the development of the Tier II Environmental Impact Statement (EIS). GPA is seeking to develop a consensus, incorporating input from local government, resource agencies, non-governmental organizations (NGO) and the Federal government on the optimum project scope, not exceeding 48 feet deep. Fiscal Year 2002 funds will be used to continue Federal oversight and Tier II EIS development. Scheduled completion date for the Tier II EIS and GRR is to be determined.

APPROPRIATION TITLE: General Investigations, Fiscal Year 2002
Division: South Atlantic

Study/Project	Total Estimated Federal Cost $	Allocation Prior to FY 2001 $	Allocation FY 2001 $	Tentative Allocation FY 2002 $	Additional to Complete After FY 2002 $
c. Beach Erosion Control					
North Carolina					
Dare County Beaches (Bodie Island Portion) Wilmington District	2,600,000	0	300,000	500,000	1,800,000

Bodie Island is located on the northern coast of North Carolina about 40 miles south of the North Carolina-Virginia state line in Dare County. Damaging nor'easter storms occur annually, generally in late winter or early spring. Two severe storms damaged the area in the fall 1992, destroying the beach and dunes and leaving the area more vulnerable to storm attack. Damages in the study area totaled over $4 million. During the 1999 hurricane season, Hurricane Dennis damaged 739 structures, destroyed or severely damaged 66 structures and caused damages totaling over $5.8 million. A feasibility report was completed in Dec 2000. The plan of improvement, estimated to cost $ 654,000,000 with an estimated Federal cost of $250,402,000 and an estimated non-Federal cost of $403,598,000, consists of a 50-foot wide berm to be constructed at elevation 13 feet NGVD along two separate segments of shoreline starting at Kitty Hawk and ending at Nags Head. Total length of these two segments is about 14 miles. The average annual benefits amount to $35,402,000, for hurricane and storm damage reduction and recreation. The benefit-cost ratio is 1.27 to 1 based upon the latest economic analysis dated May 2000. The project sponsor, Dare County, supports the project as evidenced by their execution of the FCSA in May 1994, is ready to sign the PED cost-sharing agreement. PED will ultimately be cost shared at the rate for the project to be constructed but will be financed through the PED period at 25 percent non-Federal. Any adjustment that may be necessary to bring the non-Federal contribution in line with the project cost sharing will be accomplished in the first year of construction.

Total Estimated Preconstruction Engineering and Design Costs	$3,470,000	Total Estimated Preconstruction Engineering and Design Costs	$3,470,000
Initial Federal Share	2,600,000	Ultimate Federal Share	2,255,000
Initial Non-Federal Share	870,000	Ultimate Non-Federal Share	1,215,000

The project was authorized for construction in the Water Resources Development Act of 2000. In accordance with changed cost sharing and financing requirements, the non-Federal sponsor must provide all lands, easements and rights of way, including suitable borrow and spoil disposal areas presently estimated at $5,379,000; pay 35 percent of the first costs and 65% of future nourishment costs allocated to hurricane and storm damage reduction presently estimated at $19,707,000 and $378,512,000 respectively, and bear all costs of operation, maintenance, and replacement of hurricane storm damage reduction facilities. Fiscal Year 2001 will be used to initiate the PED phase. Fiscal Year 2002 funds will be used to continue PED, including plans and specifications for the initial cycle and a PED cost sharing agreement. PED completion is being determined.

APPROPRIATION TITLE: General Investigations, Fiscal Year 2002
Division: South Atlantic

Study/Project	Total Estimated Federal Cost $	Allocation Prior to FY 2001 $	Allocation FY 2001 $	Tentative Allocation FY 2002 $	Additional to Complete After FY 2002 $
South Carolina					
Pawleys Island Charleston District	225,000	0	0	25,000	200,000

Pawleys Island is a 3.5 mile long barrier island located approximately 22 miles southwest of Myrtle Beach and 13 miles northeast of Georgetown, South Carolina. Prior storm events have resulted in breaches of the main access road and damages to electric, water, and sewage lines. There are no hotels located within the proposed Federal project, only residential homes. The proposed project consists of construction of a protective sand berm placed to an approximate elevation of +8.0 feet MSL with a beach front slope of approximately 15 horizontal to 1 vertical to protect the island's residences and infrastructure from storm damages due to hurricanes and northeasters. The estimated initial project construction cost is $10.4 million, with an estimated Federal cost of $4.3 million, and an estimated non-Federal cost of $6.1 million based upon the sponsor funding approximately one mile of the central portion of the island themselves. The Town of Pawleys Island is the local sponsor. They understand the requirements of the PED cost sharing agreement and are willing to have funds available to finance the PED portion of the project. PED will ultimately be cost shared at the rate of the project to be constructed but will be financed through the PED period at 25% non-Federal. Any adjustments that may be necessary to bring the non-Federal contribution in line with the project cost sharing will be accomplished in the first year of construction.

Total Estimated Preconstruction Engineering and Design Costs	$300,000	Total Estimated Preconstruction Engineering and Design Costs	$300,000
Initial Federal Share	225,000	Ultimate Federal Share	195,000
Initial Non-Federal Share	75,000	Ultimate Non-Federal Share	105,000

Fiscal Year 2001 funds are being used to continue the feasibility study. Fiscal Year 2002 funds will be used to complete the feasibility study, which is scheduled for completion in June 2002, and initiate preconstruction, engineering, and design activities. The PED study schedule is being determined.

APPROPRIATION: Construction, General - Channels and Harbors (Navigation)

PROJECT: Mobile Harbor, Alabama (Navigation), (Continuing)

LOCATION: The project is located in southwest Alabama and extends from the Gulf of Mexico through Mobile Bay to the mouth of Mobile River at the City of Mobile, Alabama, a distance of approximately 39.0 miles. Mobile Harbor is located in Mobile County, AL, approximately 150 miles east of New Orleans, LA, and 60 miles west of Pensacola, FL.

DESCRIPTION: The existing project also known as Phase I improvements completed in May 1990 provides for a 47 by 600 foot entrance channel for a distance of 6.1 miles, and a bay channel 45 by 400 feet from the mouth of the bay north for a distance of 31.2 miles to the McDuffie Coal terminal.

Phase I – 1300' Channel Extension, completed in May 2000 extended the 45-foot by 400-foot navigation channel approximately 1300 linear feet to the north of its present position.

Phase I – 2100' Channel Extension, will extend the 45-foot by 400-foot navigation channel approximately 2100 linear feet to the north of the 1300' extension.

Authorized channel improvements known as Phase II (Remainder) provide for future development to deepen and widen entrance channel over the bar to 57 feet by 700 feet about 7.4 miles long, deepen and widen bay channel to 55 feet by 550 feet about 27.0 miles long, deepen and widen an additional 3.6 miles of bay channel to 55 feet by 650 feet and provide 55 foot deep anchorage area and turning basin in vicinity of Little Sand Island.

AUTHORIZATION: Supplemental Appropriations Act of 1985 and the Water Resources Development Act of 1986.

REMAINING BENEFIT-REMAINING COST RATIO: 2.1 to 1 at 6 5/8 percent for 2100-ft. extension; 1.5 to 1 at 7 1/8 percent for remainder.

TOTAL BENEFIT-COST RATIO: 2.8 to 1 at 8 1/8 percent for Phase I; 5.5 to 1 at 7 3/8 percent for Phase I 1300-ft Extension; 2 1 to 1 @ 6 5/8 percent for Phase I 2100-ft Extension; 1.5 to 1 at 7 1/8 percent for Remainder.

INITIAL BENEFIT-COST RATIO: 2.8 to 1 at 8 1/8 percent for Phase I (FY 1985); 5.5 to 1 at 7 3/8 percent for Phase I 1300-ft. Extension (FY 1999); 2.1 to 1 @ 6 5/8 percent for Phase I 2100-ft Extension; 1.5 to 1 at 7 1/8 percent for Remainder (FY 2000).

BASIS OF BENEFIT-COST RATIO:

Phase I - Benefits are from the General Design Memorandum dated August 1984 at October 1984 price levels.

Phase I 1300-ft. Extension - Benefits are from the Limited Reevaluation Report prepared in May 1997 at October 1997 price levels.

Phase I 2100-ft Extension - Benefits are from the Limited Reevaluation Report prepared in July 2000 at October 2000 price levels.

Phase II (Remainder) - Benefits are from the General Design Memorandum dated August 1984 at October 1984 price levels.

SUMMARIZED FINANCIAL DATA

					ACCUM. PCT. OF FED FED. COST
Estimated Appropriation Requirement (COE)		$326,605,000	Allocations to 30 September 2000	$29,729,000	
Estimated Appropriation Requirement (USCG)		4,297,000	Conference Allowance of FY 2001	499,000	
Estimated Total Appropriation Requirement		330,902,000		268,000	
Future Non-Federal Reimbursement		58,462,000	Allocation for FY 2001	29,997,000 1/	
Estimated Federal Cost (Ultimate)(COE)		268,153,000	Allocation through FY 2001	2,300,000	9
Estimated Non-Federal Cost		325,550,000	Allocation Requested for FY 2002	294,308,000	10
Cash Contributions	$257,904,000		Programmed Balance to Complete after FY 2002	0	
Other Costs	9,194,000		Unprogrammed Balance to Complete after FY 2002		
Reimbursements	58,452,000				
Phase I	$ 3,772,000				
Phase I (1300' Ext.)	81,000				
Phase I (2100' Est.)	244,000				
Phase II (Remainder)	54,355,000				
Total Estimated Project Cost		598,000,000			

1/ Reflects $80,000 reduction assigned as savings and slippage, $150,000 reprogrammed from the project and $1,000 rescinded in accordance with the Consolidated Appropriations Act, 2001.

STATUS: (1 Jan 2001)	PERCENT COMPLETE	PHYSICAL COMPLETION SCHEDULE
Phase I – Deepening	100	Sep 1994
Phase I – 1300' Extension	100	May 2000
Phase I – 2100" Extension	0	Being determined
Remainder – Balance	0	Being determined
Entire Project	9	Being determined

PHYSICAL DATA:

Phase I (Complete) – Deepen entrance channel to 47 by 600 feet and deepen bay channel to 45 by 400 feet for a total distance of 37.3 miles.

Phase I (1300' Extension)(Complete) - extend 45 foot channel approximately 1,300 linear feet to the north of present location.

Phase I (2100' Extension) – extend 45-foot channel approximately 2,100 linear feet to the north of previous 1300' extension.

Phase II (Remainder) - deepen entrance channel from 47 by 600 to 57 by 700 feet and deepen bay channel from 45 by 400 to 55 by 550 feet.

JUSTIFICATION:

Phase I (1300' Extension) - Officials of the Alabama State Docks requested that the 45-foot deep channel section be extended northward of McDuffie Island to accommodate ships of 900 feet in length, with beams of 140 feet, which require a 45-foot channel depth. This request reflects a desire to import iron ore and other dry, bulk materials such as limestone and coal to McDuffie Island and to industries located above McDuffie Island. In FY 1994, 45,000,000 tons of cargo passed through the port. Of this number over 14,000,000 tons were comprised of coal and lignite. Cost savings of $0.44 per ton will be realized with the completion of the channel extension. Average annual benefits to the navigation project are $578,800.

Phase I (2100' Extension) - Officials of the Alabama State Docks requested that the 45-foot deep channel section be extended northward of the 1300' extension to facilitate additional industries utilizing the larger ore and cargo ships now calling at other ports. Average annual costs, amortized over the project life of 50-years, are $150,542. Average annual benefits are $336,875.

Phase II (Remainder) - Mobile Harbor is a leading harbor on the Gulf Coast, particularly with regard to coal shipments. Waterborne commerce for 1986 was a record 51 million tons. Presently, coal shipments average 14 million tons per year. Channel deepening and navigational improvement features are required to provide a safe and efficient harbor for the large coal vessels calling at the Port of Mobile. The capacity of the McDuffie Coal Handling Terminal is 25 million tons annually. U.S. Department of Energy's "Energy Information Administration's Coal Transport Model" suggest growth in coal shipments through the Port of Mobile over the next 20 years, from 14 to 19 million tons annually. Vessels that can economically utilize the existing Federal 45-foot channel have a carrying capacity of about 45,000 to 50,000 deadweight tons. With a 55-foot channel, vessels with carrying capacities of 145,000 to 150,000 deadweight tons can be economically utilized. This increase in carrying capacity results in a corresponding increase in economies of scale and savings in transportation costs. Transportation savings on coal exported to Europe of $5 to $6 per ton would be realized by using the larger vessels. Coal shipped to Japan in the larger vessels would realize a savings of about $16 per ton. Iron ore imported from Canada and Brazil could also be shipped more economically at savings of about $3 and $5.25 per ton, respectively. The average annual benefits are $133,484,000.

FISCAL YEAR 2002: The requested amount will be applied as follows.

Construction, 2100 linear foot extension	$1,630,000
Continue Planning, Engineering & Design Phase II (Remainder)	670,000
Total	2,300,000

NON-FEDERAL COST: In accordance with the cost sharing and financing concepts reflected in the Water Resources Development Act of 1986, the Non-Federal sponsor must comply with the requirements listed below:

Requirements of Local Cooperation	Payments During Construction and Reimbursements	Annual Operation, Maintenance, and Replacement Costs
PHASE I		
Pay 25 percent of the costs allocated to general navigation facilities during construction.	$9,430,000	0
Reimbursement of an additional 10 percent of the costs of general navigation features allocated to Commercial navigation within a period of 30 years following completion of construction.	3,772,000	0
PHASE I (1300-ft EXTENSION)		
Pay 25 percent of the costs allocated to general navigation facilities during construction.	201,000	0
Reimbursement of an additional 10 percent of the costs of general navigation features allocated to commercial navigation within a period of 30 years following completion of construction.	81,000	0

NON-FEDERAL COST (Continued):

	Payments During Construction and Reimbursements	Annual, Operation, Maintenance, And Replacement Costs
PHASE I (2100' EXTENSION)		
Pay 25 percent of the costs allocated to general navigation facilities during construction.	$609,000	0
Reimbursements of an additional 10 percent of the costs of general navigation features allocated To commercial navigation within a period of 30 years following completion of construction.	244,000	0
PHASE II (REMAINDER)		
Pay 25 percent of the costs allocated to general navigation facilities to a depth of 45 feet below mean low water.	$ 24,108,000	0
Pay 50 percent of the costs allocated to general navigation facilities to a depth greater than 45 feet below mean low water.	223,556,000	0
Pay 50 percent of costs of incremental maintenance greater than 45 feet below mean low water.	0	1,300,000
Pay 100 percent of the costs allocated to berthing areas and mooring facilities (without credit).	9,194,000	0
Reimbursement of an additional 10 percent of the costs of general navigation features allocated to Commercial navigation within a period of 30 years following completion of construction.	54,355,000	0
Total Non-Federal Costs	*325,550,000*	*1,300,000*

STATUS OF LOCAL COOPERATION: The Project Cooperation Agreement (PCA) for the Phase I Extension was executed on October 1, 1999. By letter dated May 29, 1998, the non-Federal sponsor, the Alabama State Docks, expressed their desire to proceed with implementation of the remainder of the authorized project. The sponsor understands the cost sharing requirements as identified in Water Resource Development Act of 1986.

COMPARISON OF FEDERAL COST ESTIMATE: The current Federal (COE) cost estimate of $ 326,605,000 at October 2000 price levels reflects a decrease of $4,416,000 from the last estimate of $ 331,021,000 presented to Congress in FY 2001. This change includes the following items:

Item	Amount
Price Escalation on Construction Features	-$4,416,000
Total	-$4,416,000

STATUS OF ENVIRONMENTAL IMPACT STATEMENT: In accordance with the requirements of the National Environmental Policy Act (NEPA), the Final Environmental Impact Statement (FEIS), Mobile Harbor Channel Improvements, Mobile County, Alabama was filed with the Environmental Protection Agency(EPA)on May 22, 1981. The proposed action evaluated in this FEIS included the deepening of the main navigation channel to a depth of 55 feet at a width of 550 feet. The FEIS also documented the impacts associated with the disposal of about 141.2 million cubic yards of new work dredged material and all future maintenance material for the economic life of the project. A supplement to the FEIS, Final Environmental Impact Statement, Mobile Harbor, Alabama, Channel Improvements, Offshore Dredged Material Disposal was filed with the EPA on December 13, 1985. The Record of Decision (ROD) to designate two offshore disposal sites, Mobile-north and Mobile-south, for dredged material disposal was signed by the Division Engineer, South Atlantic Division, on May 13, 1986. This supplement to the FEIS evaluated the specific impacts of designation of two areas within the Gulf of Mexico for the purpose of receiving dredged material of suitable quality from the Mobile Harbor project and other navigation projects within the Mobile Harbor area. The FEIS, Supplement to the FEIS, and ROD were fully coordinated with the public and State and Federal agencies. The commenting agencies concurred with the recommended alternative as described in the FEIS and Supplement.

An Environmental Assessment (EA) and Finding of No Significant Impact (FONSI) for the Phase I, 1300' extension were completed in April 1997. A second EA/FONSI for the Phase I, 2100' extension were prepared in June, 1999.

OTHER INFORMATION: Funds to initiate Preconstruction, Engineering and Design were appropriated in Fiscal Year 1982 and funds to initiate construction were appropriated in Fiscal Year 1985.

Summarized Financial Data for PHASE I (2100' EXTENSION)

Estimated Total Appropriation Requirement		$ 1,828,000
Future Non-Federal Reimbursement		244,000
Estimate Federal Cost (Ultimate)(COE)		1,584,000
Estimated Non-Federal Cost:		853,000
Cash Contributions	$609,000	
Reimbursements	244,000	
Total Estimated Project Cost		2,437,000

Remaining Benefit-Remaining Cost Ratio: 2.1 to 1 at 6 5/8 percent.

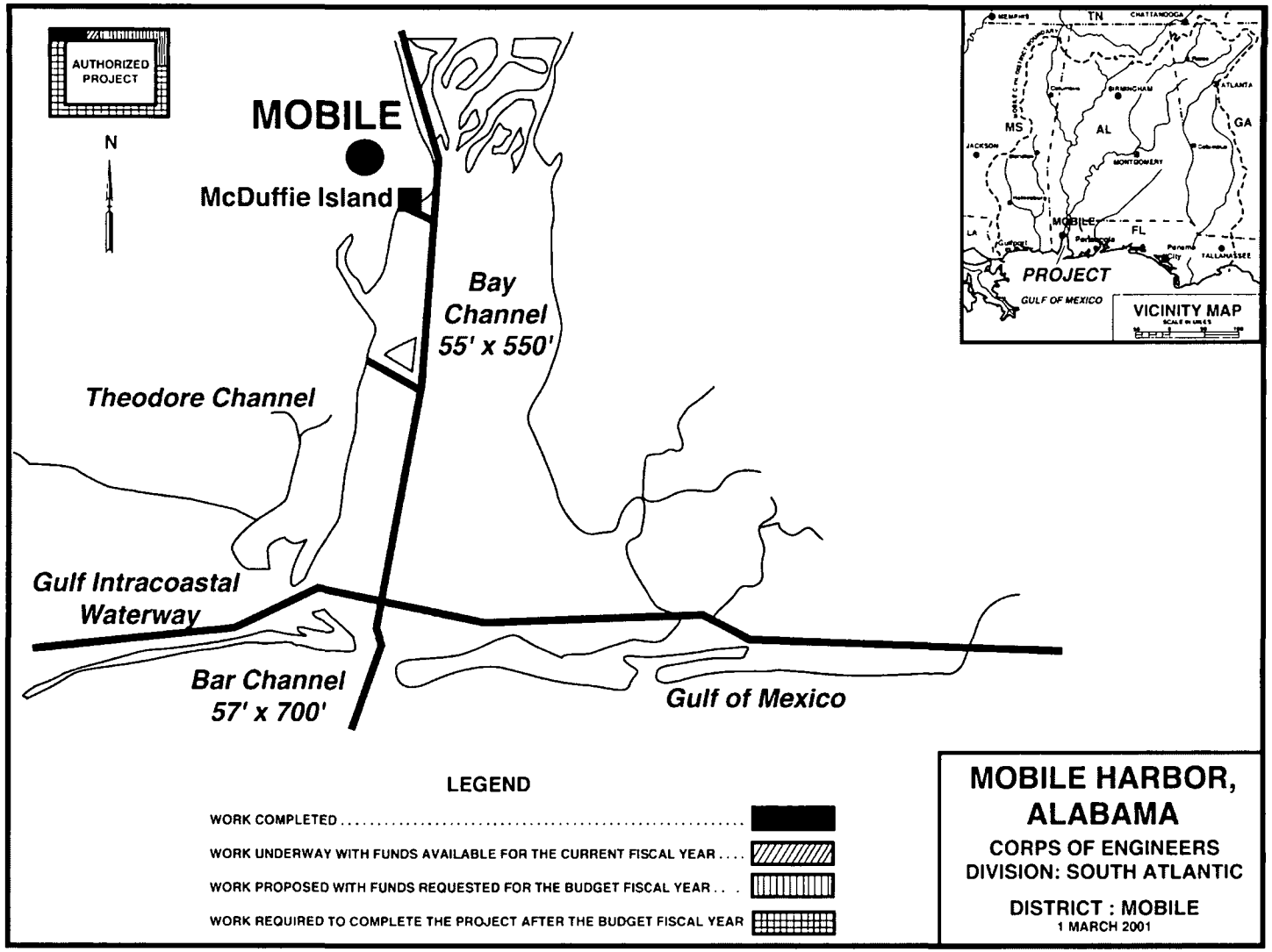
Total Benefit-Cost Ratio: 2.1 to 1 at 6 5/8 percent.

Summarized Financial Data for PHASE II (REMAINDER)

Estimated Appropriation Requirements (COE)		$295,882,000
Estimated Appropriation Requirements (USCG)		4,297,000
Estimated Total Appropriation Requirements		300,179,000
Future Non-Federal Reimbursement		54,355,000
Estimated Federal Cost (Ultimate)(COE)		241,527,000
Estimated Non-Federal Cost:		311,213,000
Cash Contributions	$247,664,000	
Other Costs	9,194,000	
Reimbursements	54,355,000	
Total Estimated Project Cost		$557,037,000

Remaining Benefit-Remaining Cost Ratio: 1.5 to 1 at 7 1/8 percent.

Total Benefit-Cost Ratio: 1.5 to 1 at 7 1/8 percent.


AUTHORIZED PROJECT
N
MOBILE
McDuffie Island
Bay Channel 55' x 550'
Theodore Channel
Gulf Intracoastal Waterway
Bar Channel 57' x 700'
Gulf of Mexico
TN
MS
AL
GA
FL
LA
MOBILE
PROJECT
GULF OF MEXICO
VICINITY MAP
LEGEND
WORK COMPLETED
WORK UNDERWAY WITH FUNDS AVAILABLE FOR THE CURRENT FISCAL YEAR
WORK PROPOSED WITH FUNDS REQUESTED FOR THE BUDGET FISCAL YEAR
WORK REQUIRED TO COMPLETE THE PROJECT AFTER THE BUDGET FISCAL YEAR
MOBILE HARBOR, ALABAMA
CORPS OF ENGINEERS
DIVISION: SOUTH ATLANTIC
DISTRICT : MOBILE
1 MARCH 2001

APPROPRIATION TITLE: Construction, General - Navigation

PROJECT: Canaveral Harbor, Florida (Continuing)

LOCATION: Canaveral Harbor is located in Brevard County on the shore of Cape Canaveral in an area known as Canaveral Bight.

DESCRIPTION: The project provides for a 44-foot entrance channel, 35-foot turning basin, 12-foot barge channel, 400 foot lock, a sand bypassing system, and south jetty extension of 500 feet.

AUTHORIZATION: The present project is in Senate Document No. 140, 87th Congress, 2nd Session and was authorized by the Rivers and Harbor Act of 23 October 1962 (Public Law 87-874).

REMAINING BENEFIT-REMAINING COST RATIO: 1.7 to 1 at 6 5/8 percent.

TOTAL BENEFIT-COST RATIO: 1.7 to 1 at 6 5/8 percent.

INITIAL BENEFIT-COST RATIO: 1.7 to 1 at 6 5/8 percent (FY1964)

BASIS OF BENEFIT-COST RATIO: Benefits are included in the Canaveral Harbor, Florida General Reevaluation Report completed in December 1992 at November 1992 price level.

SUMMARIZED FINANCIAL DATA			ACCUM PCT OF EST. FED COST
Estimated Federal Cost		$133,740,000	
Estimated Non-Federal Cost		4,960,000	
Cash Contributions	$ 408,000		
Other Costs	4,552,000		
Total Estimated Project Cost		138,700,000	
Allocations to September 2000		34,369,000	
Conference Allowance for FY 2001		845,000	
Allocation for FY 2001		1,509,000	1/
Allocation through FY 2001		35,878,000	27%
Allocation Requested for FY 2002		5,701,000	31%
Programmed Balance to Complete After FY 2002		92,161,000	
Unprogrammed Balance to Complete After FY 2002		0	

STATUS (1 January 2001)	PCT COMPL	PHYSICAL COMPLETION SCHEDULE
Locks	100	Mar 1966
Channels & Canals		
Barge Canal	100	Aug 1965
Harbor Ext. Mi 1.2 To Mi 1.5	100	Sep 1974
Harbor Ext. Mi 1.5 to Mi 2.3 ancl Mitigation	100	Jun 1992
Breakwaters and Seawalls		
Jetty Extension	46	Being Determined
Beach Replenishment		
Sand Transfer System	12	Being Determined
Entire Project	26	Being Determined

1/ Reflects $136,000 reduction assigned as savings and slippage, $800,000 reprogrammed to the project and $2,000 rescinded in accordance with the Consolidated Appropriations Act, 2001..

PHYSICAL DATA

Entrance Channel	35-foot Depth
Turning Basin	44-foot Depth
Barge Channel	12-foot Depth
Lock	400-foot Length
Jetty Extension	500 Feet
Sand Transfer System	

JUSTIFICATION: Development and operation of the Rocket-Launching Facility on Cape Kennedy and the development of Patrick Air Force Base, 10 miles south of Canaveral Harbor, and tracking stations on islands offshore have resulted in a population increase in the tributary area from 162,000 in 1940 to about 570,000 in 1980. During the 1960's, there was a major expansion of the Rocket-Launching Facility on Cape Kennedy to accommodate the space program. Commerce for the harbor was 2,175,000 tons in 1987.

The mitigation project completed the western harbor extension. The sand transfer system would reduce the required maintenance dredging of the Canaveral Harbor navigation project by approximately 106,000 cubic yards on an annual basis. In addition, material placed on the beach by the sand transfer system will prevent the loss of 136,000 square feet over a length of 2.8 miles due to erosion. Average annual benefits are:

Annual Benefits	Amount
Reduction of Maintenance	$ 599,000
Storm Damage Prevention	818,000
Loss of Land	534,000
Total Average Annual Benefits	1,951,000

FISCAL YEAR 2002: The requested amount will be applied as follows:

Initiate North Jetty Permanent Sand Tightening	$ 96,000
Initiate and Complete Sand Bypass	4,345,000
Continue South Jetty Extension	356,000
Planning, Engineering, and Design	242,000
Construction Management	662,000
Total	5,701,000

NON-FEDERAL COST: In accordance with the cost sharing and financing concepts reflected in the Water Resources Development Act of 1986, the non-Federal sponsor must comply with the requirements listed below.

Requirements of Local Cooperation	Payments During Construction and Reimbursements	Annual Operation, Maintenance Repair, Rehabilitation, and Replacement Costs
Provide 1.4 percent of the costs allocated to deepening of the West Turning Basin.	$ 408,000	0
Provide lands, easements, rights of way, and dredged material disposal areas.	4,552,000	0
Total Non-Federal First Cost	4,960,000	0

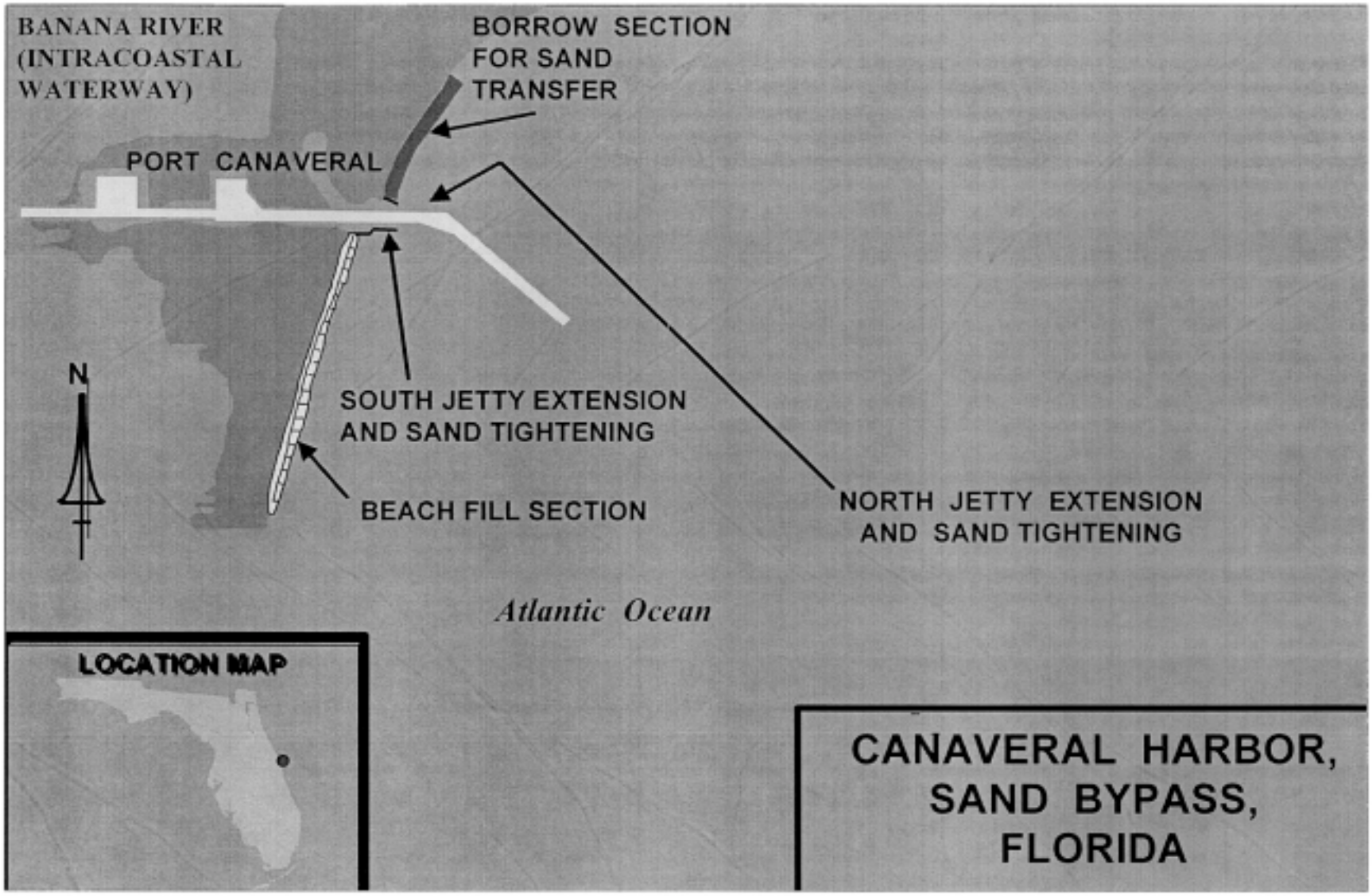
STATUS OF LOCAL COOPERATION: The local sponsor is the Canaveral Port Authority. A Project Cooperation Agreement was executed in March 1994.

COMPARISON OF FEDERAL COST ESTIMATES: The current Federal cost estimate of $133,740,000 is a decrease of $10,000 from the latest estimate ($133,750,000) presented to Congress (FY 2000). This change includes the following:

Item	Amount
Price Escalation on Construction Features	- $ 10,000
Total	-$ 10,000

STATUS OF ENVIRONMENTAL IMPACT STATEMENT: An Environmental Assessment with a Finding of No Significant Impact was completed in May 1993.

OTHER INFORMATION: Funds to initiate construction were appropriated in FY 1964. Schedule was established by a Congressional add in FY 1994 Appropriation Bill. The jetty extension and initial sand bypassing were completed in FY 1995. However, strong storms in the area have caused significant damage to the jetty head. Additional funds were received to repair the jetty, and to pursue a temporary sand tightening of the north jetty. Temporary sand tightening of north jetty was completed in fiscal year 1998. A permanent solution to the north jetty is being investigated and is scheduled for award in June 2002. Sand bypassing will be accomplished about every six years. The next one is scheduled for award in November 2001.


BANANA RIVER
(INTRACOASTAL
WATERWAY)
BORROW SECTION
FOR SAND
TRANSFER
PORT CANAVERAL
N
SOUTH JETTY EXTENSION
AND SAND TIGHTENING
BEACH FILL SECTION
NORTH JETTY EXTENSION
AND SAND TIGHTENING
Atlantic Ocean
LOCATION MAP
CANAVERAL HARBOR,
SAND BYPASS,
FLORIDA

APPROPRIATION TITLE: Construction, General - Channels and Harbors (Navigation)

PROJECT: Jacksonville Harbor, Florida (Continuing)

LOCATION: The project area is located at the mouth of the St. Johns River where it empties into the Atlantic Ocean in Duval County on the east coast of Florida.

DESCRIPTION: The project provides for deepening the main channel to a project depth of 40 feet from the 40-foot contour in the Atlantic Ocean to about mile 14.7; realignment of Cuts 39-41 of the main channel; deepening the West Blount Island Channel along Cuts F and G to a 40-foot depth over the existing project width of 300 feet from the main channel to the JEA/JPA petroleum terminial; and raising the existing dikes on the east end of Bartram Island to accommodate the material from deepening of the West Blount Island Channel.

AUTHORIZATION: Water Resources Development Act of 1999.

REMAINING BENEFIT - REMAINING COST RATIO: 1.4 TO 1 at 6 5/8 percent.

TOTAL BENEFIT - COST RATIO: 1.4 to 1 at 6 5/8 percent.

INITIAL BENEFIT-COST RATIO: 1.4 to 1 at 6 5/8 percent (FY99)

BASIS OF BENEFIT-COST RATIO: Benefits are included in the Jacksonville Harbor Final Feasibility Report completed in September 1998 at October 1998 price levels.

SUMMARIZED FINANCIAL DATA			ACCUM PCT OF EST FED COST	STATUS (1 January 2001)	PCT CMPL	PHYSICAL COMPLETION SCHEDULE
Estimated Federal Cost		11,000,000		Channel Deepening	5	Being Determined
				Berthing Areas	5	Being Determined
Estimated Non-Federal Cost		20,600,000				
Cash Contributions	5,981,000			Total Project	5	Being Determined
Other Costs	14,619,000					
Total Estimated Project Cost		31,600,000				
Allocation to 30 September 2000		546,000				
Conference Allowance for FY 2001		998,000				
Allocations for FY 2001		4,838,000	1/			
Allocations through FY 2001		5,384,000	49%			
Allocations Requested for FY 2002		1,457,000	62%			
Scheduled Balance to Complete After FY 2002		4,159,000				
Unscheduled Balance to Complete After FY 2002		0				

/1 Reflects $160,000 reduction assigned as savings and slippage, $4,000,000 reprogrammed to the project and $2,000 rescinded in accordance with the Consolidated Appropriation Act, 2001..

JUSTIFICATION: Jacksonville Harbor in 1988 and 1989 averaged about 15.4 million tons of cargo per year, 53 percent of which is bulk petroleum and coal. Port Authority representatives would like the channel deepened to accommodate larger vessels now being utilized by the world's commercial fleet. Various types of vessels carrying containers, coal, and fuel must light load instead of using full cargo carrying capacity.

Annual Benefits	Amount
Dry Bulk	2,141,000
Liquid Bulk	753,000
Benefits at Construction	135,000
Total	3,029,000

FISCAL YEAR 2002: The requested amount will be applied as follows:

Initiate Channels	1,352,000
Planning, Engineering and Design	(125,000)
Construction Management	230,000
Total	1,457,000

NON-FEDERAL COST: In accordance with the cost sharing and financing concepts reflected in the Water Resources Development Act of 1986, the non-Federal sponsor must comply with the requirements listed below:

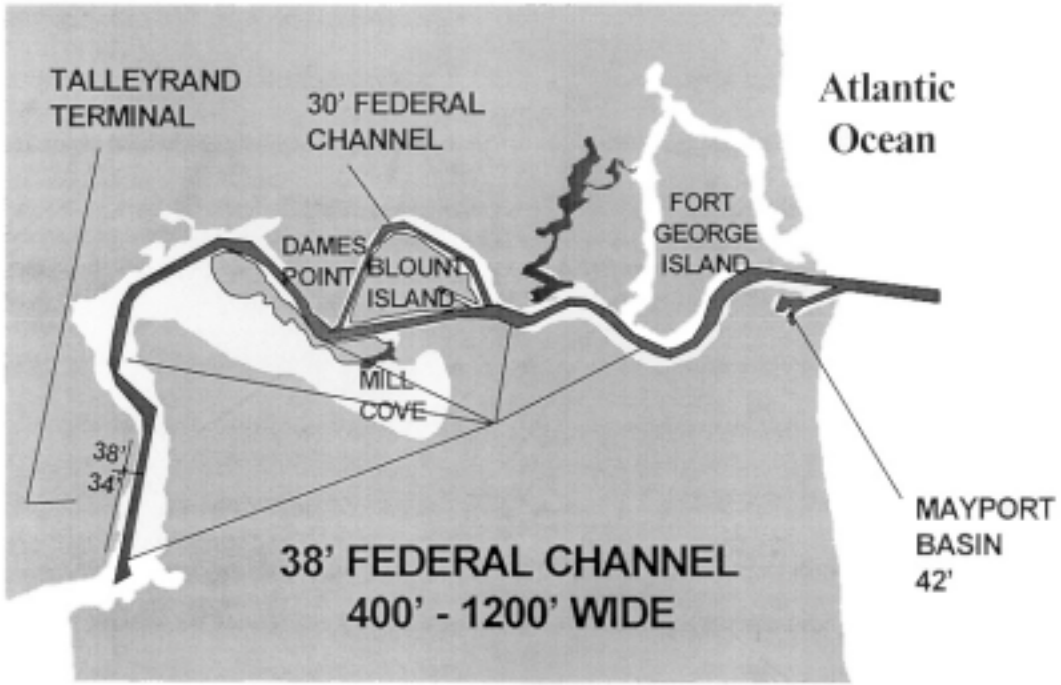
Requirements of Local Cooperation	Payments During Construction and Reimbursements	Annual Operation, Maintenance, Repair, Rehabilitation, and Replacement Costs
Provide lands, easements, and rights-of-way.	10,000	
Pay 35 percent of the costs allocated to deep draft navigation during construction.	5,981,000	
Pay 100 percent of the costs associated with dredging berthing areas and mitigation	14,609,000	
Total Non-Federal Cost	20,600,000	

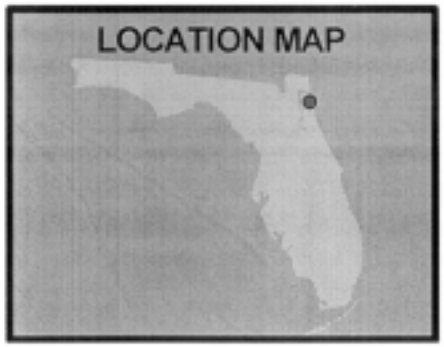
STATUS OF LOCAL COOPERATION: The Jacksonville Harbor Port Authority strongly supports this project. The Project Cooperation Agreement will be executed in FY 2001.

COMPARISON OF FEDERAL COST ESTIMATE: The current Federal (Corps of Engineers) cost estimate of $11,000,000 is the initial estimate submitted to Congress.

STATUS OF ENVIRONMENTAL IMPACT STATEMENT: The Final Environmental Assessment was completed in September 1998.

OTHER INFORMATION: Preconstruction, Engineering, and Design was completed in July 2000.





JACKSONVILLE HARBOR,
FLORIDA

APPROPRIATION TITLE: Construction, General - Channels and Harbors (Navigation)

PROJECT: Manatee Harbor, Florida (Continuing)

LOCATION: Manatee Harbor is located in Manatee County on the east side of Tampa Bay 10 miles from the Gulf of Mexico. The channel extends from the main ship channel approximately 3 miles to Port manatee.

DESCRIPTION: The project provides maintenance of the existing 40-foot deep channel and turning basin and provides for construction of a widener at the northwest end of the channel and enlargement of the turning Basin area.

AUTHORIZATION: The Water Resources Development Act of 1986 and the Water Resources Development Act of 1990.

REMAINING BENEFIT-REMAINING COST RATIO: 2.6 to 1 at 6 5/8 percent.

TOTAL BENEFIT-COST RATIO: 2.9 to 1 at 6 5/8 percent.

INITIAL BENEFIT-COST RATIO: 1.5 to 1 at 6 5/8 percent (FY 1988)

BASIS OF BENEFIT-COST RATIO: Benefits are included in the Manatee Harbor, Florida Limited Re-evaluation Report completed in March 1993 (revised January 1994) at December 1994 price level.

SUMMARIZED FINANCIAL DATA			ACCUM PCT OF EST FED COST	STATUS (1 January 2001)	PCT CMPL	PHYSICAL COMPLETION SCHEDULE
Estimated Federal Cost (CoE)		26,485,000		Channels & Canals		
Estimated Federal Cost (USCG)		15,000		Main Channels & Turning Basin		
Estimated Non-Federal Cost		12,900,000		Phase I	100	Dec 1996
Cash Contributions	9,698,000			Phase II	0	Being Determined
Other Costs	3,202,000					
Total Estimated Project Cost		39,400,000		Entire Project	24	Being Determined
Allocation to 30 September 2000		6,824,000				
Conference Allowance for FY 2001		10,807,000				
Allocations for FY 2001		325,000	1/			
Allocations through FY 2001		7,149,000	27%			
Allocations Requested for FY 2002		1,000,000	31%			
Scheduled Balance to Complete After FY 2002		18,336,000				
Unscheduled Balance to Complete After FY 2002		0				

1/ FY 01 allocation reflects $1,732,000 assigned as savings and slippage, $8,750,000 reprogrammed from the project and $21,000 rescinded in accordance with the Consolidated Appropriation Act, 2001.

PHYSICAL DATA

Provide for maintenance of the existing 40-foot deep draft navigation channel and turning basin extending from the Tampa Bay Channel to Port Manatee. Initial construction of a widener at the northwest end of Manatee Harbor Channel and deepening of 6.6 acres to provide a larger turning basin. An 11.5 acre emergent island will be created as mitigation for the deepening.

JUSTIFICATION: In less than 9 years, Port Manatee became the major Non-Federal port in Florida. The Port is now and is expected to remain as a bulk commodity port which services deep draft vessels. The manatee Port Authority continues to develop facilities in an on-going effort to attract waterborne interests. Shoaling in the channel has restricted vessel loadings resulting in increased transportation costs. The existing wideners and turning basin are not adequate for safe navigation. The project improvements would remedy those problems and help expand the economic base of the surrounding area. Estimated average annual benefits are as follows:

Annual Benefits	Amount
Deep Draft Navigation	7,648,000
Total	7,648,000

FISCAL YEAR 2002: The requested amount will be applied as follows:

Initiate Disposal Area Dikes	529,000
Planning, Engineering, & Design	(392,000)
Construction Management	863,000
Total	1,000,000

NON-FEDERAL COST: In accordance with the cost sharing and financing concepts reflected in the Water Resources Development Act of 1986, the non-Federal sponsor must comply with the requirements listed below:

Requirements of Local Cooperation	Payments During Construction and Reimbursements	Annual Operation, Maintenance, Repair, Rehabilitation, and Replacement Costs
Provide lands, easements, and rights of way, and dredged material disposal areas before WRDA of 1996 .	$ 3,202,000	
Pay 25 percent of the costs allocated to deep draft navigation and dredged material disposal areas during construction.	8,859,000	
Reimburse an additional 10 percent of the costs of general navigation features allocated to commercial navigation within a period of 30 years following completion of construction as reduced by a credit allowed for the value of lands, easements, rights of way, relocations, and dredged or excavated material disposal areas provided for commercial navigation before WRDA of 1996.	0	
Pay 100% of the costs associated with dredging berthing areas and mitigation provisions.	839,000	
Total Non-Federal Cost	12,900,000	

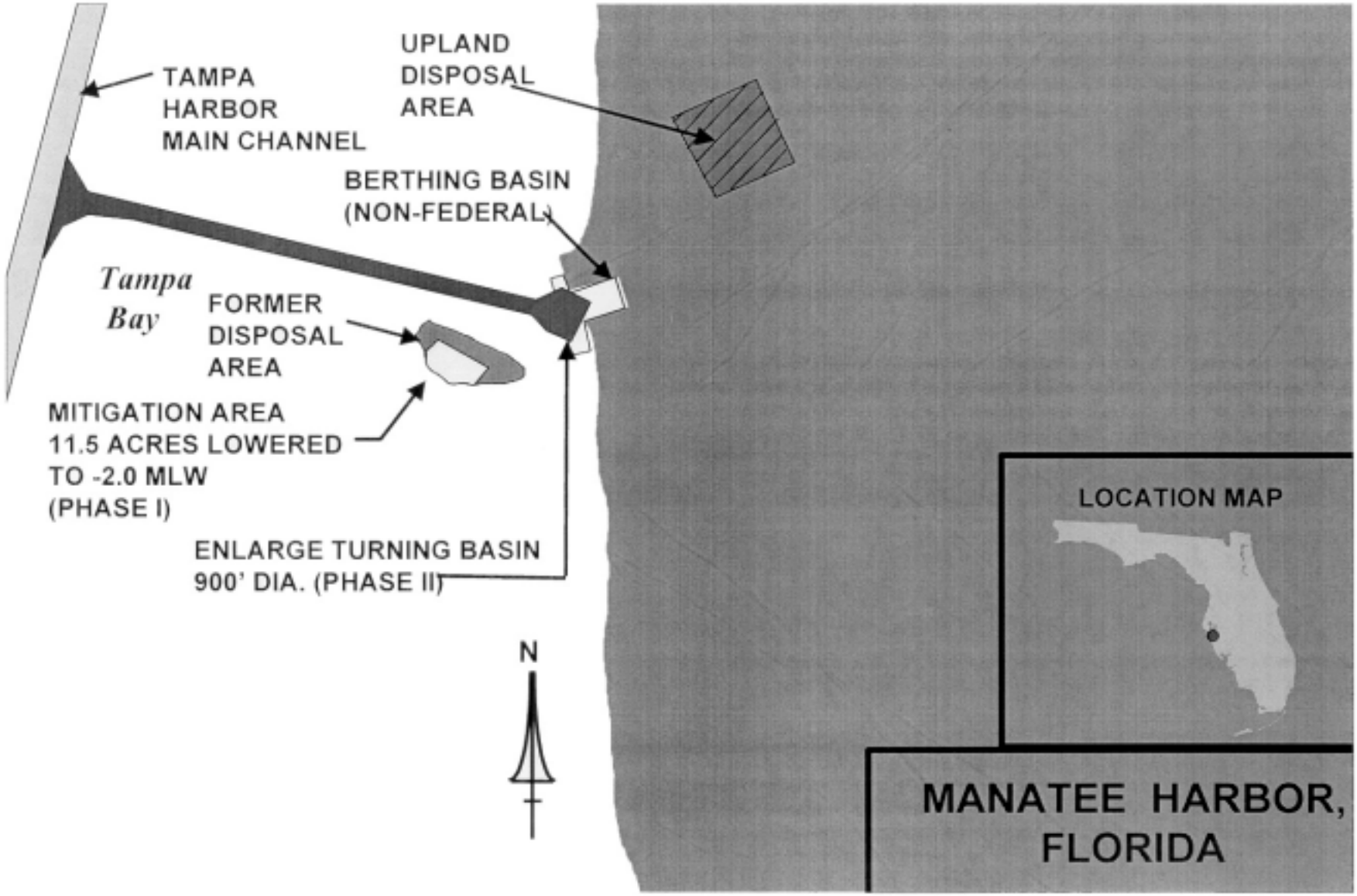
STATUS OF LOCAL COOPERATION: The Port Manatee Authority strongly supports this project. A Project Cooperation Agreement was executed in March 1995. An Amendment to this is scheduled to be executed in FY 2002.

COMPARISON OF FEDERAL COST ESTIMATE: The current Federal (Corps of Engineers) cost estimate of $26,485,000 is an increase of $1,300,000 from the latest cost estimate of $25,185,000 submitted to Congress (FY 2000). This change includes the following:

Item	Amount
Schedule Changes	$ 1,300,000
Total	1,300,000

STATUS OF ENVIRONMENTAL IMPACT STATEMENT: The Environmental Assessment and the Finding of No Significant Impact (FONSI) were signed on April 3, 1992.

OTHER INFORMATION: Funds to initiate preconstruction engineering and design were appropriated in FY 1982 and funds to initiate construction were appropriated in FY 1988. A PAC was approved in November 1990 and an LRR was approved in July 1994. A GRR is scheduled for completion in FY 2001. The current scheduled completion date for the programmed work is being determined. The dredging is being completed in two phases. Phase I was completed in December 1996 and the second phase schedule is being determined.


TAMPA
HARBOR
MAIN CHANNEL
UPLAND
DISPOSAL
AREA
BERTHING BASIN
(NON-FEDERAL)
Tampa
Bay
FORMER
DISPOSAL
AREA
MITIGATION AREA
11.5 ACRES LOWERED
TO -2.0 MLW
(PHASE I)
ENLARGE TURNING BASIN
900' DIA. (PHASE II)
N
LOCATION MAP
MANATEE HARBOR,
FLORIDA

APPROPRIATION TITLE: Construction, General - Channels and Harbors (Navigation)

PROJECT: Miami Harbor Channel, Florida (Continuing)

LOCATION: Miami Harbor is located in Biscayne Bay, a shallow salt water sound on the Atlantic Coast near the southern end of the Florida Peninsula.

DESCRIPTION: The project provides for construction and maintenance of a 44 feet deep entrance channel, 42 feet deep interior channels, and a turning basin with a depth of 42 feet and a diameter of 1,600 feet located at the Dodge-Lummus Island intersection.

AUTHORIZATION: Water Resources Development Act of 1990.

REMAINING BENEFIT-REMAINING COST RATIO: 1.5 to 1 at 6 5/8 percent.

TOTAL BENEFIT-COST RATIO: 1.5 to 1 at 6 5/8 percent.

INITIAL BENEFIT-COST RATIO: 1.5 to 1 at 6 5/8 percent (FY 1992)

SUMMARIZED FINANCIAL DATA			ACCUM PCT. OF EST FED. COST	STATUS (1 Jan 2001)	PERCENT COMPLETE	PHYSICAL COMPLETION SCHEDULE
Estimated Appropriation Requirement (CoE)		$ 50,255,000				
Estimated Appropriation Requirement (USCG)		145,000		Channels		
Estimated Total Appropriation Requirement		50,400,000		Phase I	100	Aug 1994
				Phase II	3	Being Determined
Estimated Non-Federal Cost		38,400,000				
Cash Contributions	$ 27,033,000			Entire Project	39	Being Determined
Other Costs	11,367,000					
Total Estimated Project Cost		88,800,000				
Allocations to 30 September 2000		20,920,000				
Conference Allowance for FY 2001		2,406,000				
Allocation for FY 2001		2,523,000	1/			
Allocations through FY 2001		23,443,000	47%			
Allocation Requested for FY 2002		5,274,000	57%			
Programmed Balance to C`omplete after FY 2002		21,538,000				
Unprogrammed Balance to Complete after FY 2002						

1/ FY 2001 allocation reflects $1,055,000 assigned as savings and slippage, $3,000,000 reprogrammed from the project, and $13,000 rescinded in accordance with the Consolidated Appropriation Act, 2001.

PHYSICAL DATA

Dredging	5,950 cubic yards

JUSTIFICATION: The port is the largest cruise ship terminal in the world as well as a major commercial harbor in Florida. Over 2.5 million passengers and 2.4 million tons of cargo passed through the harbor in 1986. Additionally, expansion of the port facilities has been occurring over the past several years. The June 1989 Feasibility Report identified problems with inadequate channel depths for deep draft navigation, an inadequate turning basin for vessels calling at Lummus/Dodge Island, and inadequate channel widths in the bar cut turn and in Government cut. Average annual benefits are as follows:

Annual Benefits	Amount
Navigation	
General Commercial	$ 9,177,000
Total	9,177,000

FISCAL YEAR 2002: The requested amount will be applied as follows:

Funds will be used to reimburse sponsor	$ 5,274,000
Total	5,274,000

NON-FEDERAL COST: In accordance with the cost sharing and financing concepts reflected in the Water Resources Development Act of 1986, the non-federal sponsor must comply with the requirements listed below.

Requirements of Local Cooperation	Payments During Construction And Reimbursements	Annual Operation, Maintenance, Repair, Rehabilitation, and Replacement Costs
Provide lands, easements, rights of way, and dredged material Disposal areas.	$ 62,000	
Modify or relocate utilities, roads, bridges, and other facilities, where Necessary for the construction of the project	2,673,000	
Pay 35 percent of the costs or 100% of the unapproved costs allocated To deep draft navigation during construction	33,040,000	
Pay 100% of the costs associated with dredging berthing areas. .	2,625,000	
Total Non-Federal Cost	38,400,000	

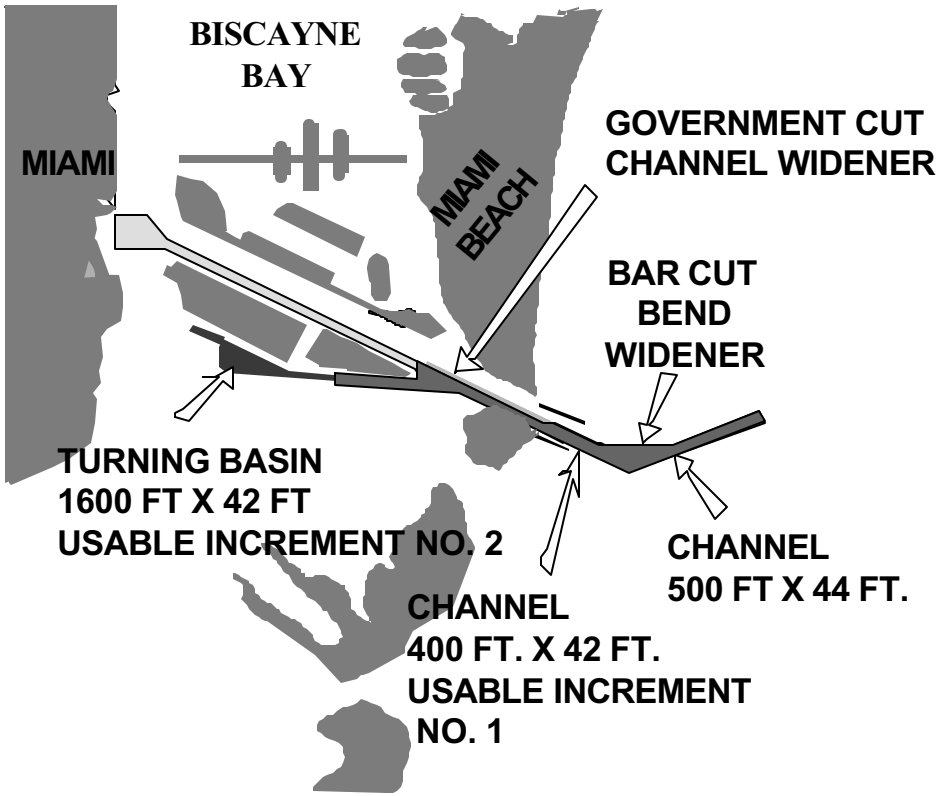
STATUS OF LOCAL COOPERATION: The local sponsor is the Miami Port Authority. The Port Authority awarded the Phase II contract in September 1994. An agreement for reimbursement under Section 204(e) of the Water Resources Development Act of 1986 was executed on 1 November 1991.

COMPARISON OF FEDERAL COST ESTIMATES: The current Federal (Corps) cost estimate of $50,255,000 is an increase of $1,196,000 from the latest estimate of $49,059,000 presented to Congress (FY 2000). This change includes the following:

Item	Amount
Escalation	$ 750,000
Schedule Change	$ 446,000
Total	1,196,000

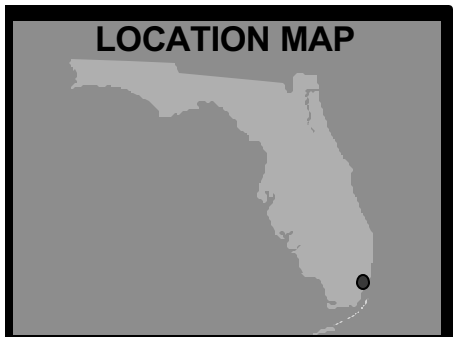
STATUS OF ENVIRONMENTAL IMPACT STATEMENT: The Final Environmental Impact Statement and Section 404(b)(1) report were filed with EPA on 22 September 1991.

OTHER INFORMATION: Funds to initiate preconstruction engineering and design were appropriated in FY 1989. Funds to initiate construction were appropriated in FY 1992. Phase I of the project was completed in August 1994. The scheduled completion date for Phase II is being determined.



DISPOSAL AREA
5 MILES
OFFSHORE (EAST)

MITIGATION SITE
OLETA RIVER STATE
PARK 8 MILES NORTH



MIAMI HARBOR, FLORIDA

APPROPRIATION TITLE: Construction, General - Channels and Harbors (Navigation)

PROJECT: Palm Valley Bridge, Florida (Continuing)

LOCATION: Palm Valley Bridge is located over the Intracoastal Waterway on State Road 210 in St. Johns County, Florida.

DESCRIPTION: The project provides for the replacement of the existing Palm Valley Bridge with a new high level bridge that is fixed for navigation. Additional roadway construction will be required because of the new bridge alignment. The old bridge will be removed and the intracoastal waterway in the vicinity of the old bridge will be dredged to its authorized dimensions.

AUTHORIZATION: Water Resources Development Act of 1996.

REMAINING BENEFIT-REMAINING COST RATIO: 1.6 to 1 at 6 5/8 percent.

TOTAL BENEFIT-COST RATIO: 1.3 to 1 at 6 5/8 percent.

INITIAL BENEFIT-COST RATIO: 1.5 to 1 at 6 5/8 percent (FY 1999)

BASIS OF BENEFIT-COST RATIO: Benefits are from the March 1994 Feasibility Report at October 1994 price levels.

SUMMARIZED FINANCIAL DATA		ACCUM PCT OF EST FED COST	STATUS (1 January 2001)	PCT CMPL	PHYSICAL COMPLETION SCHEDULE
Estimated Federal Cost	19,000,000		Entire Project	30	Sep 2002
Estimated Non-Federal Cost	7,000,000				
Total Estimated Project Cost	26,000,000				
Allocation to 30 September 2000	5,401,000				
Conference Allowance for FY 2001	7,485,000				
Allocations for FY 2001	6,300,000	1/			
Allocations through FY 2001	11,701,000	62%			
Allocations Requested for FY 2002	7,299,000	100%			
Programmed Balance to Complete After FY 2002	0				
Unprogrammed Balance to Complete After FY 2002	0				

1/ Reflects a reduction of $1,200,000 assigned as savings and slippage, $15,000 reprogrammed to the project and $15,000 rescinded in accordance with the Consolidated Appropriation Act, 2001.

PHYSICAL DATA
High level fixed bridge

JUSTIFICATION: The Palm Valley Bridge is a Federal bascule bridge over the Intracoastal Waterway on State Road 210 in St. johns County, Florida, and was constructed as a part of a land-cut for the Intracoastal Waterway. The bridge is maintained at Federal expense, and serves vehicular traffic using a two-lane paved secondary road that is a major hurricane evacuation route. The county is concerned that the structural constraints of the bridge, compounded by growth projections, makes this structure inadequate for current and projected usage. This bridge is situated in an area that could experience a major disaster due to storms and hurricane conditions. The risk and uncertainty of an outdated bridge that cannot handle current or future traffic demands poses a grave threat to public health and welfare. Average annual benefits are as follows:

Annual Benefits	Amount
Transportation	866,000
Total	866,000

FISCAL YEAR 2002: The requested amount will be used as follows:

Complete Bridge Construction	6,132,000
Relocations	431,000
Initiate and Complete Dredging	105,000
Planning, Engineering and Design	25,000
Construction Management	606,000
Total	7,299,000

NON-FEDERAL COST: In accordance with the cost sharing and financing concepts reflected in the Water Resources Development Act of 1996, the non-Federal sponsor must comply with the requirements listed below:

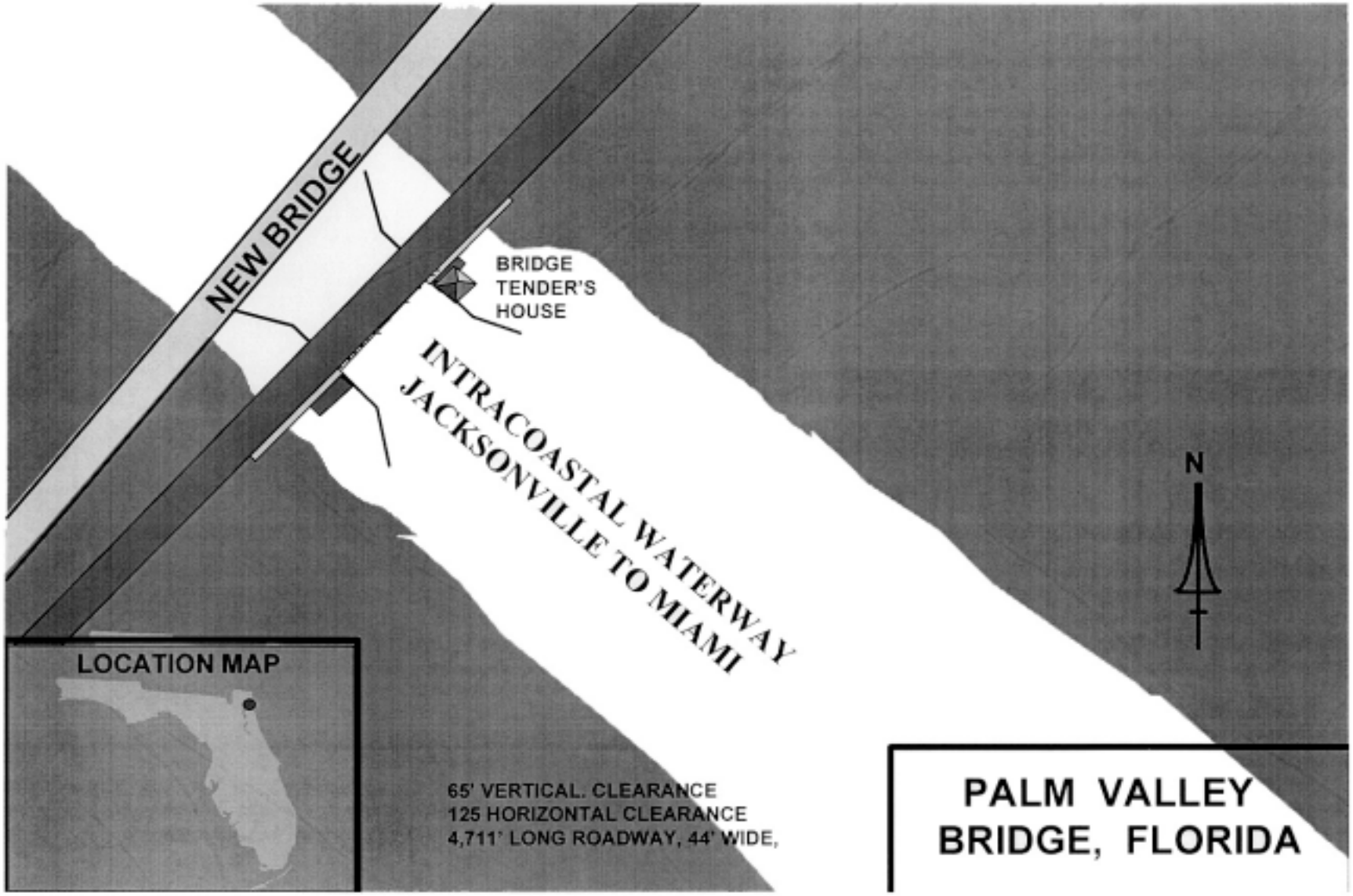
Requirements of Local Cooperation	Payments During Construction and Reimbursements	Annual Operation, Maintenance, Repair, Rehabilitation, and replacement Costs
Pay all costs allocated to construction of additional two-lanes for bridge.	7,000,000	75,000
Total Non-Federal Costs	7,000,000	75,000

COMPARISON OF FEDERAL COST ESTIMATES: The current Federal cost estimate of $19,000,000 is an increase of $300,000 from the latest estimate ($18,700,000) presented to Congress (FY 2000). This change includes the following:

Item	Amount
Price Escalation	300,000
Total	300,000

STATUS OF ENVIRONMENTAL IMPACT STATEMENT: The Finding of No Significant Impact (FONSI) was signed march 14,1994, and the Environmental Assessment has been coordinated with all necessary federal, state, and local agencies.

OTHER INFORMATION: Funds to initiate preconstruction engineering and design were appropriated in FY 1994. Funds to initiate construction were appropriated in FY 1999. Construction is scheduled for completion in September 2002. Project sponsor has agreed to fund an additional two-lanes, making the bridge a four-lane bridge. This is being considered a project betterment.


NEW BRIDGE
BRIDGE TENDER'S HOUSE
INTRACOASTAL WATERWAY
JACKSONVILLE TO MIAMI
N
LOCATION MAP
65' VERTICAL. CLEARANCE
125 HORIZONTAL CLEARANCE
4,711' LONG ROADWAY, 44' WIDE,
PALM VALLEY
BRIDGE, FLORIDA

APPROPRIATION: Construction, General - Channels and Harbors (Navigation)

PROJECT: Panama City Harbor, Florida, (Continuing)

LOCATION: Panama City Harbor project is located in the northwest Florida panhandle on St. Andrew Bay, at Panama City, in Bay County, Florida, about 105 miles east of Pensacola, Florida.

DESCRIPTION: The proposed plan of improvement consists of deepening the Approach Channel to 42 feet in the gulf and to 40 feet across Lands End and into the bay to intersect with a 7-mile channel 38 feet deep and 300 feet wide from Dyers Point to Bay Harbor. The plan also includes turning basins at Dyers Point and Bay Harbor of 55 acres and 42 acres, respectively, also to a depth of 38 feet, and a 177-acre anchoring and loading basin for LASH-type internodal carriers, 40 feet deep, near the inner end of the main entrance channel.

Phase I, which is a separable element of the project, consists of deepening the existing Gulf Channel from 34 feet to 38 feet; deepening the Inner Bay Channel from 32 feet to 36 feet, and constructing a new 36 feet deep branch channel from the Inner Bay Channel to Dyers Point with a turning basin area of 55 acres along the existing southern bulkhead at Dyers Point. The total length of the proposed project channel is about 8.3 miles. In addition, to provide the design dimensions of the navigation channel throughout the 2-year maintenance cycle, two sediment trap basins will be constructed inside the Gulf Approach Channel. Phase I is programmed work.

The remaining portion of the project is unprogrammed.

AUTHORIZATION: Section 201 of the Flood Control Act of 1965.

REMAINING BENEFIT-REMAINING COST RATIO: 1.7 to 1 at 7 1/8 percent for Phase I.

TOTAL BENEFIT-COST RATIO: 1.0 to 1 at 7 1/8 percent for Phase I.

INITIAL BENEFIT-COST RATIO: 1.04 to 1 at 7 1/8 percent for Phase I (FY 2000).

BASIS OF BENEFIT-COST RATIO: Benefits are from the latest available evaluation, which is contained in the General Reevaluation Report (GRR) approved in August 1995 at October 1994 price levels.

SUMMARIZED FINANCIAL DATA

Estimated Appropriation Requirements (COE)			$ 25,747,000
Programmed Construction		$ 6,766,000	
Unprogrammed Construction		18,981,000	
Estimated Appropriation Requirement (U.S C.G.)			222,000
Programmed Construction		94,000	
Unprogrammed Construction		128,000	
Estimated Total Appropriation Requirement			25,969,000
Programmed Construction		6,860,000	
Unprogrammed Construction		19,109,000	
Future Non-Federal Reimbursement			2,789,000
Programmed Construction		591,000	
Unprogrammed Construction		2,198,000	
Estimated Federal Cost (Ultimate)(COE)			22,958,000
Programmed Construction		6,175,000	
Unprogrammed Construction		16,783,000	
Estimated Non-Federal Cost			12,220,000
Programmed Construction	3,362,000		
Cash Contributions	2,255,000		
Other Costs	516,000		
Reimbursement	591,000		
Unprogrammed Construction	8,858,000		
Cash Contributions	6,327,000		
Other Costs	333,000		
Reimbursement	2,198,000		
Total Estimated Programmed Construction Cost		9,631,000	
Total Estimated Unprogrammed Construction Cost		25,769,000	
Total Estimated Project Cost		35,400,000	

	ACCUM PCT OF EST FED COST	
Allocation to 30 September 2000	$2,616,000	
Conference Allowance for FY 2001	706,000	
Allocation for FY 2001	216,000	1/
Allocation Through FY 2001	2,832,000	11
Allocation Requested for FY 2002	1,215,000	16
Programmed Balance to Complete after FY 2002	2,719,000	26
Unprogrammed Balance to Complete after FY 2002	18,981,000	100

1/ Reflects $113,000 reduction assigned as savings and slippage, $376,000 reprogrammed from the project and $1,000 rescinded in accordance with the Consolidated Appropriations Act, 2001.

STATUS (1 Jan 2001)	PERCENT COMPLETE	PHYSICAL COMPLETION
Phase I Const. (Not started)	0	Being determined
Remainder	0	Indefinite
Entire Project	0	Indefinite

PHYSICAL DATA

CHANNELS: Deepen the Gulf Approach Channel from 34 feet to 38 feet at existing width of 450 feet. Deepen the Inner Bay Channel from 32 feet to 36 feet at existing width of 300 feet Extend Inner Bay Channel at 36 feet deep and 300 feet wide to Dyers Point Terminal, and construct a new turning basin area of about 55 acres to a depth of 36 feet Construct two new sediment trap basins. The deep draft ship channel will be 8.3 miles in length.

JUSTIFICATION: Panama City Harbor is located on the Gulf Coast at Panama City, Florida in Bay County. Between 1988 and 1998 total shipments have ranged from 2.5 million tons to 3.4 million tons. Major commodities include coal, petroleum products, forest products, iron and steel, sand and gravel and paper products.

The primary beneficiaries of a deeper channel is will include imports of liquid asphalt, limestone, granite and molasses. The liquid asphalt originates in Tampico, Mexico and Caracas, Venezuela. The granite originates in Nova Scotia, the limestone originates in the Bahamas, and the molasses originates in Coatzacoalcos, Mexico. These commodities primarily serve the market area between Fort Walton Beach, Florida in the west and Port St. Joe, Florida in the east. There is some potential for coal imports from Venezuela and Columbia in the future, however these shipments have not yet materialized and are now regarded as somewhat speculative. Vessel operators are expected to continue the practice of maintaining four feet of underkeel clearance in the Entrance channel and two feet of underkeel clearance in the Inner Harbor channel.

Based on estimates, average annual commercial navigation benefits are estimated to amount to $676,200. In addition, incidental recreation benefits may occur from placement of "beach quality" dredged material along the Florida shoreline.

Average annual commercial navigation benefits are expected to amount to $937,600.

FISCAL YEAR 2002: The requested amount will be applied as follows:

Initiate Construction	$ 915,000
Planning, Engineering and Design	50,000
Construction Management	250,000
Total	$1,215,000

NON-FEDERAL COST: In accordance with the cost sharing and financing concepts reflected in the Water Resources Development Act of 1986, the Non-Federal sponsor must comply with the requirements listed below.

Requirements of Local Cooperation	Payments During Construction And Reimbursements	Annual Operation, Maintenance, Repair, Rehabilitation, And Replacement Costs
Separable Element Phase I		
Provide lands, easements, rights of way, and borrow and excavated or dredged material disposal areas.	$ 311,000	$ 0
Pay 25% of the costs allocated to general navigation facilities during construction.	2,255,000	0
Reimburse an additional 10 percent of the costs of general navigation features allocated to commercial navigation within a period of 30 years following completion of construction, as partially reduced by a credit allowed for the value of lands, easements, disposal areas provided for commercial navigation.	591,000	0
Pay 100 percent of the cost allocated to berthing area dredging (without credit).	205,000	0

NON-FEDERAL COST (Continued):

	Payments During Construction And Reimbursements	Annual Operation, Maintenance, Repair, Rehabilitation, And Replacement Costs
Remainder		
Provide lands, easements, rights of way, and borrow and excavated or dredged material disposal areas.	$ 251,000	$ 0
Pay 25% of the costs allocated to general navigation facilities during construction.	6,327,000	0
Reimburse an additional 10 percent of the costs of general navigation features allocated to commercial navigation within a period of 30 years following completion of construction, as partially reduced by a credit allowed for the value of lands, easements, disposal areas provided for commercial navigation.	2,198,000	0
Modify or relocate utilities, roads, bridges (except railroad bridges), and other facilities, where necessary for the construction of the project.	82,000	0
Total Non-Federal Cost	$ 12,220,000	

STATUS OF LOCAL COOPERATION:

The Non-Federal sponsor is the Panama City Port Authority at Panama City, Florida. The Panama City Port Authority provided a Letter of Intent on 14 June 1989 to sponsor construction. The Project Cooperation Agreement is scheduled to be signed in Jan 2002. The sponsor will provide berthing areas valued at $205,000 and lands and damages valued at $311,000 for Phase I.

On 29 May 1997, Florida Seaports Transportation Economic Development Council approved the Panama City Harbor Deep Draft Navigation Project which was submitted for funding. These trust funds will aid the non-Federal sponsor in meeting their share of the project in FY 2002.

COMPARISON OF FEDERAL COST ESTIMATE: The current Federal (Corps) cost estimate of $25,747,000 is an increase of $298,000 from the latest estimate of $25,449,000 presented to Congress (FY 2001). This change includes the following items:

Item	Amount
Price Escalation on Construction Features	$ 298,000
Total	$ 298,000

STATUS OF ENVIRONMENTAL IMPACT STATEMENT: In accordance with the requirements of the National Environmental Policy Act, a Draft Environmental Impact Statement (DEIS) for the entire Panama City Harbor navigation project was filed with the President's Council on E vironmental Quality December 10, 1975. The DEIS was coordinated with all applicable Federal, state and local agencies and the interested public.

An EA and FONSI addressing potential impacts associated with the proposed channel improvements was signed on May 18, 1995. The EA and FONSI addressed impacts associated with the construction of a 38-foot deep, 450-foot wide Gulf Approach Channel, which narrows to a 300-foot width about halfway through the inlet throat, and a 36-foot deep channel within the St. Andrew Bay to Dyers Point Terminal and the placement of approximately 1.3 million cubic yards of dredged material from the channel located in St. Andrew Bay. The EA also addressed impacts associated with the construction of two sediment basins and maintenance dredging and placement activities for the Gulf Approach Channel, inner channel and sediment basins. This included the proposed placement of material from these channels on a designated section of the St. Andrews State Park Beach and/or the nearshore littoral zone and/or the Gator Lake Placement area. The EA addressed impacts associated with the construction of a 1000-foot wide turning basin at Dyers Point Terminal and the deepening of the Dyers Point Terminal Channel Material dredged from the channel would be placed in deeper waters of the channel utilizing either a hydraulic cutterhead dredge with submerged pipeline discharge or water injection dredging.

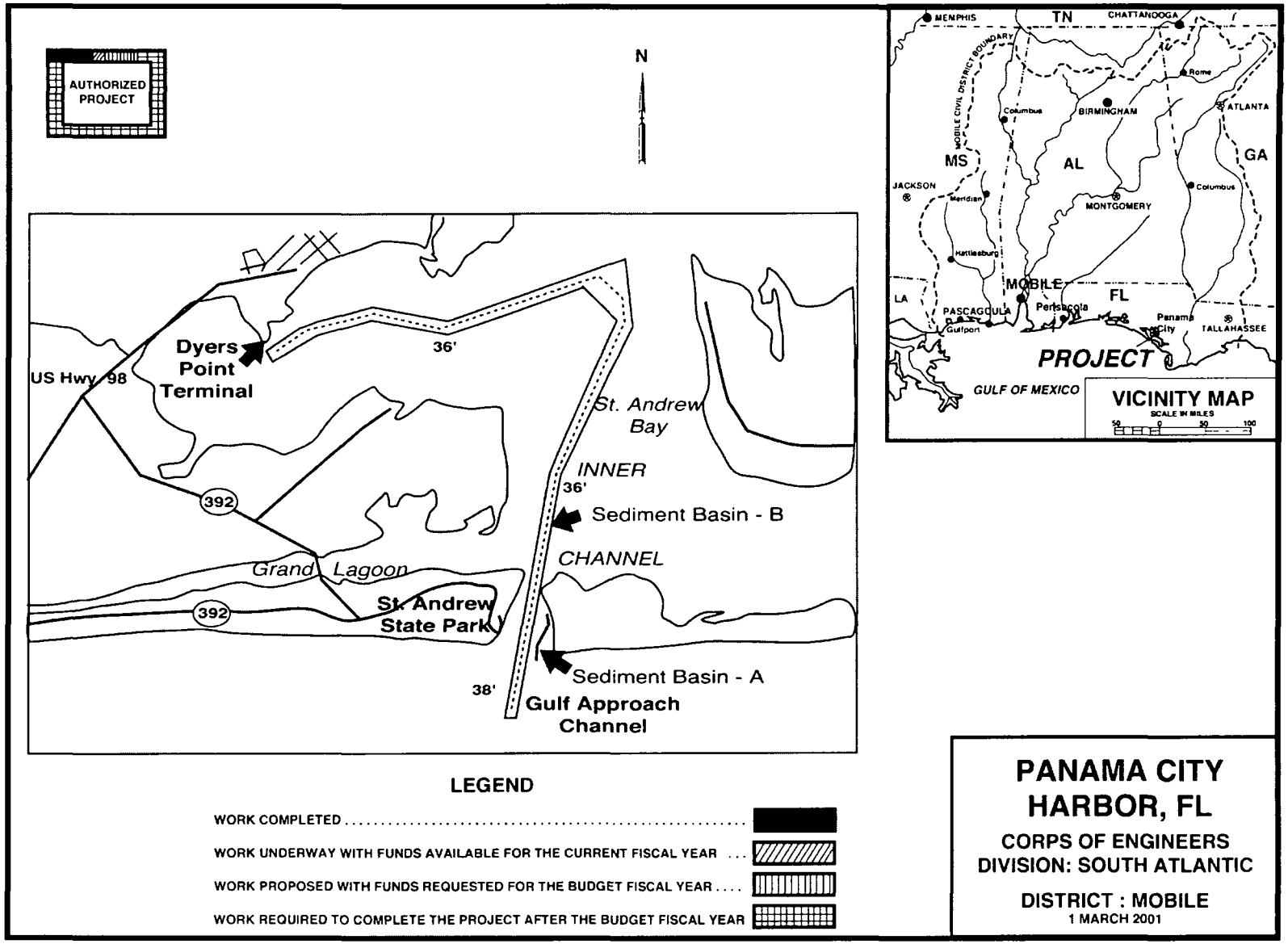
OTHER INFORMATION: Funds to initiate preconstruction engineering and design were appropriated in FY 1990.

SUMMARIZED FINANCIAL DATA FOR PHASE I:

Estimated Appropriation Requirements (COE)		$6,766,000
Estimated Appropriation Requirements (U.S.C.G)		94,000
Estimated Total Appropriation Requirements		6,860,000
Future Non-Federal Reimbursement		591,000
Estimated Federal Cost (Ultimate)(COE)		6,175,000
Estimated Non-Federal Cost		3,362,000
Cash Contribution	$2,255,000	
Other Costs	516,000	
Reimbursements	591,000	
Total Estimated Project Cost		9,631,000

REMAINING BENEFIT-REMAINING COST RATIO: 1.7 to 1 at 7 1/8 percent.

TOTAL BENEFIT-COST RATIO: 1.0 to 1 at 7 1/8 percent.


AUTHORIZED PROJECT
N
Dyers Point Terminal
US Hwy 98
36'
St. Andrew Bay
INNER
36'
Sediment Basin - B
CHANNEL
392
Grand Lagoon
St. Andrew State Park
392
Sediment Basin - A
38'
Gulf Approach Channel
MEMPHIS
TN
CHATTANOOGA
MOBILE CIVIL DISTRICT BOUNDARY
Rome
Columbus
BIRMINGHAM
ATLANTA
MS
AL
GA
JACKSON
Meridian
MONTGOMERY
Columbus
Hattiesburg
MOBILE
FL
LA
PASCAGOULA
Gulfport
Pensacola
Panama City
TALLAHASSEE
PROJECT
GULF OF MEXICO
VICINITY MAP
SCALE IN MILES
50 0 50 100
LEGEND
WORK COMPLETED
WORK UNDERWAY WITH FUNDS AVAILABLE FOR THE CURRENT FISCAL YEAR
WORK PROPOSED WITH FUNDS REQUESTED FOR THE BUDGET FISCAL YEAR
WORK REQUIRED TO COMPLETE THE PROJECT AFTER THE BUDGET FISCAL YEAR
PANAMA CITY HARBOR, FL
CORPS OF ENGINEERS
DIVISION: SOUTH ATLANTIC
DISTRICT : MOBILE
1 MARCH 2001

APPROPRIATION TITLE: Construction, General – Channels and Harbors (Navigation)

PROJECT: Tampa Harbor, Florida (Continuing)

LOCATION: The project area is located in Tampa and Hillsborough Bays on the West Coast of Central Florida.

DESCRIPTION: The General Reevaluation Report (GRR) would address navigation problems and concerns for the Tampa Harbor Federal Project with particular interest in a deep draft anchorage area.

AUTHORIZATION: Water Resources Development Act of 1970 (Public Law 91-611)

REMAINING BENEFIT-REMAINING COST RATIO: Not Applicable

TOTAL BENEFIT-COST RATIO: Not Applicable

INITIAL BENEFIT-COST RATIO: Not Applicable

BASIS OF BENEFIT-COST RATIO: Will be established upon completion of General Reevaluation Report.

SUMMARIZED FINANCIAL DATA			ACCUM. PCT OF EST FED COST	STATUS (1 January 2001)	PERCENT COMPLETE	PHYSICAL COMPLETION SCHEDULE
Estimated Federal Cost		$ 750,000				
				GRR	0	Being Determined
Estimated Non-Federal Cost		250,000				
Cash Contribution	$ 250,000			Total Project	0	Being Determined
Other	0					
Total Estimated Project Cost		1,000,000				
Allocations to 30 September 2000		0				
Conference Allowance for FY 2001		300,000				
Allocations for FY 2001		250,000	1/			
Allocations through FY 2001		250,000	33%			
Allocations Requested for FY 2002		500,000	100%			
Scheduled Balance to Complete After FY 2002		0				
Unscheduled Balance to Complete After FY 2002		0				

1/ FY 01 reflects $48,000 reduction assigned as savings and slippage, $1,000 reprogrammed from the project and $1,000 rescinded in accordance with the Consolidated Appropriation Act , 2001.

JUSTIFICATION: Directed by Congress in fiscal year 2001 to initiate General Reevaluation Report.

FISCAL YEAR 2002: The requested amount will be applied as follows:

Engineering and Design	500,000
Total	500,000

NON-FEDERAL COST: In accordance with the cost sharing and financing concepts reflected in the Water Resources Development Act of 1986, the non-Federal sponsor must comply with the requirements listed below:

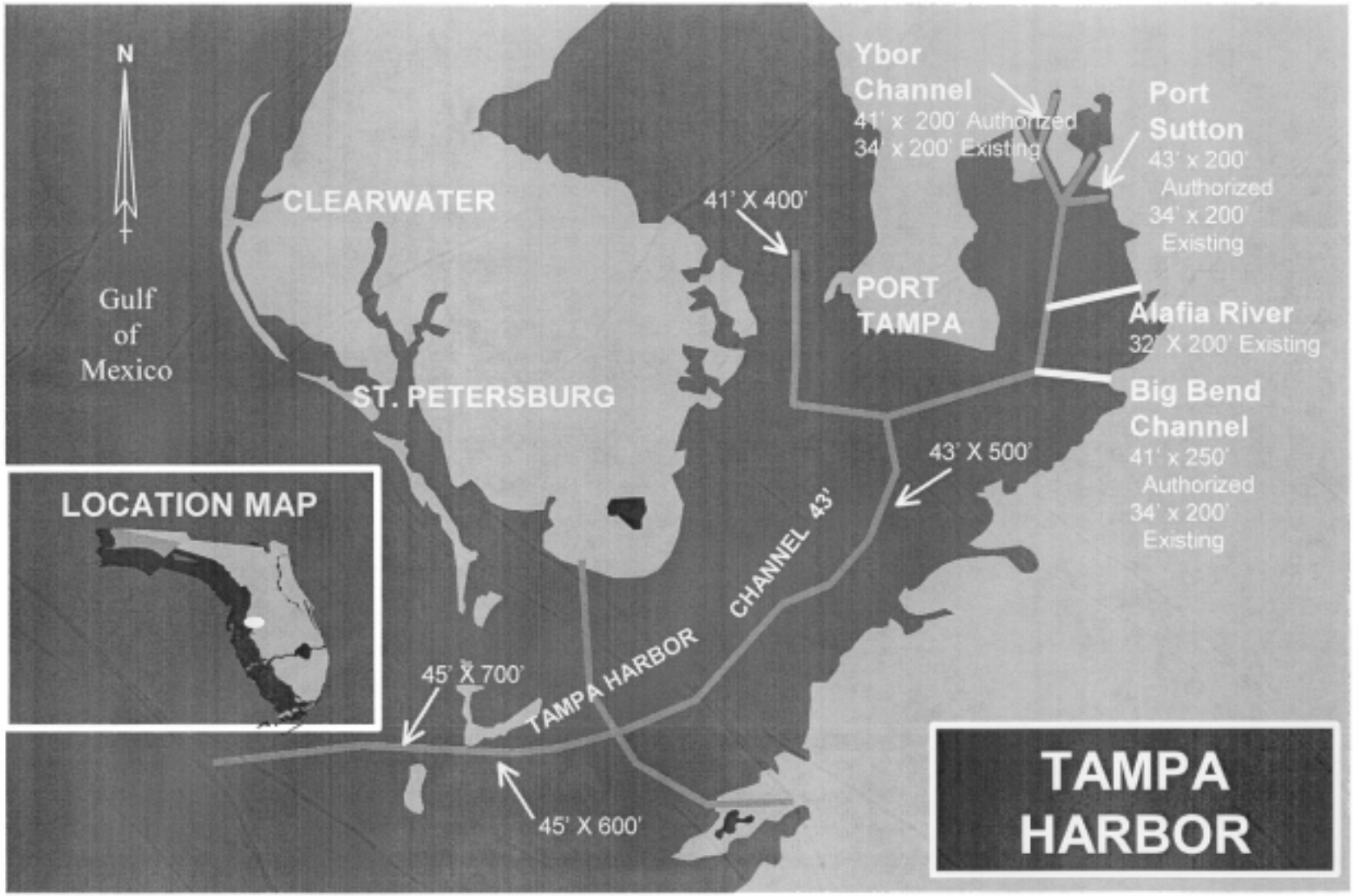
Requirements of Local Cooperation	Payments During Construction and Reimbursements	Annual Operation, Maintenance, Repair, Rehabilitation, and Replacement Costs
Provide lands, easements, rights of way.	0	
Modify or relocate Utilities, roads, bridges, and other Facilities, where necessary for the construction of the project	0	
Pay 25 percent of cost for the General Reevaluation Report.	250,000	
Total Non-Federal Costs	250,000	

STATUS OF LOCAL COOPERATION: Tampa Port Authority strongly supports this project Design Agreement is scheduled for initiation in April 2001.

COMPARISON OF FEDERAL COST ESTIMATE: The current Federal (Corps of Engineers) cost estimate of $1,000,000 is the initial estimate submitted to Congress.

STATUS OF ENVIRONMENTAL IMPACT STATEMENT: Will be established with the completion of the General Reevaluation Report.

OTHER INFORMATION: There are ongoing construction projects in Tampa Harbor including Ybor Channel Turning Basin. The Tampa Port Authority has also requested that construction be initiated on the Tampa Harbor, Big Bend Channel Project.


N
Gulf
of
Mexico
CLEARWATER
ST. PETERSBURG
41' X 400'
PORT
TAMPA
Ybor
Channel
41' x 200' Authorized
34' x 200' Existing
Port
Sutton
43' x 200'
Authorized
34' x 200'
Existing
Alafia River
32' X 200' Existing
Big Bend
Channel
41' x 250'
Authorized
34' x 200'
Existing
43' X 500'
CHANNEL 43'
TAMPA HARBOR
45' X 700'
45' X 600'
LOCATION MAP
TAMPA
HARBOR

APPROPRIATION TITLE: Construction, General – Channels and Harbors (Navigation)

PROJECT: Brunswick Harbor, Georgia (Continuing)

LOCATION: Brunswick Harbor is located in an estuary along the Atlantic Coast approximately 80 miles south of Savannah, Georgia and 70 miles north of Jacksonville, Florida. An entrance channel 9 miles in length is maintained from the mouth of the harbor, Station 0+000 to Station –52+500B. The port's primary docks and terminals are located on the east bank of East River in the City of Brunswick. The remaining docks and terminals are situated along the south bank of South Brunswick River on Colonel's Island, located in Glynn County.

DESCRIPTION: The recommended project consists of deepening the Bar Channel from –32 feet mlw to –38 feet mlw; deepening the Inner and Upper Harbor Channels from –30 feet mlw to –36 feet mlw; constructing a new turning basin in the Upper East River Channel approximately 1,100 feet by 1,100 feet and deauthorizing the existing East River turning basin; raising the dikes at Andrews Island disposal site from approximately +26 feet mlw to approximately +35 feet mlw; widening the channel at the new Sidney Lanier Bridge from 200 to 400 feet; widening approximately 10,000 feet of the Turtle River Lower Range from 300 to 400 feet; widening approximately 5,750 feet in the Upper East River Channel from 350 to 400 feet; and expanding the Lower Turtle River turning basin to approximately 2,500 feet by 1,150 feet.

AUTHORIZATION: Water Resources Development Act of 1999.

REMAINING BENEFIT - REMAINING COST RATIO: 1.9 to 1 at 6 7/8 percent.

TOTAL BENEFIT - COST RATIO: 1.9 to 1 at 6 7/8 percent.

INITIAL BENEFIT - COST RATIO: 1.9 to 1 at 6 7/8 percent (FY 2001).

BASIS OF BENEFIT - COST RATIO: Benefits are from the latest available evaluation contained in the Brunswick Harbor Deepening Feasibility Report dated March 1998 at October 1998 price levels.

SUMMARIZED FINANCIAL DATA			ACCUM PCT OF EST FED COST	STATUS (1 Jan 2001)	PERCENT COMPLETE	PHYSICAL COMPLETION SCHEDULE
Estimated Total Appropriation Requirement		41,461,000		Entire Project	8	Being determined
Future Non-Federal Reimbursement		5,504,000				
Estimated Federal Cost (Ultimate)		35,957,000				
Estimated Non-Federal Cost						
Cash Contributions	13,829,000					
Other Costs	28,000					
Reimbursements	5,504,000					
Total Estimated Project Cost		55,318,000				
Allocations to 30 September 2000		1,834,000				
Conference Allowance for FY 2001		250,000				
Allocation for FY 2001		210,000	1/			
Allocations through FY 2001		2,044,000	6			
Allocation Requested for 2002		4,084,000	18			
Programmed Balance to Complete after FY 2002		35,333,000				
Unprogrammed Balance to Complete after FY 2002		0				

1/ Reflects $40,000 reduction assigned as savings and slippage.

PHYSICAL DATA

Channels:

Deepen Inner and Upper Harbor Channels from –30' mlw to –36' mlw. Deepen Bar Channel from –32' mlw to –38' mlw. Widen the Channel at new Sidney Lanier Bridge from 200' to 400'. Widen 10,000' of Turtle River Lower Range from 300' to 400'. Widen 5,750' in Upper East River Channel from 350' to 400'.

Turning Basin: Construct new turning basin in Upper East River Channel 1,100' by 1,100'. Expand Lower Turtle River turning basin 2,500' by 1,150'.

Disposal Site:

Raise dikes at Andrews Island from approximately +26' mlw to approximately +35' mlw.

JUSTIFICATION: The harbor consists of 28 miles of channel, including nine miles of entrance channel and two turning basins. Existing authorized project depths consist of –30 feet mlw in the Inner Harbor and –32 feet mlw in the Bar Channel. Overall tonnage has increased for the fifth consecutive year. A total of 2.3 million tons in fiscal year 1997 reflects a 24 percent increase over the previous fiscal year. However, current imports and exports through the port continue to be limited by insufficient channel depth in the form of tidal delays and light loading. This problem is most acute with bulk and breakbulk carriers, although the automobile carriers experience some tidal delay. As traffic continues to increase and as vessels in the world fleet continue to grow in size due to the retirement of smaller ships, the problem will be exacerbated in the future. Average annual benefits, all commercial navigation, are $6,651,000 at October 1998 price levels.

Average annual benefits are as follows:

Annual Benefits	Amount
Commercial Navigation	6,651,000
Total	6,651,000

FISCAL YEAR 2002: The requested amount of $4,084,000 will be applied as follows:

Initiate Construction	3,600,000
Planning, Engineering and Design	84,000
Construction Management	400,000
Total	$4,084,000

NON-FEDERAL COST: In accordance with the cost sharing and financing concepts reflected in the Water Resources Development Act of 1986, the non-Federal sponsor must comply with the requirements listed below:

Requirements of local Cooperation	Payments During Construction and Reimbursements	Annual Operation, Maintenance, Repair, Rehabilitation, and Replacement Costs
Provide lands, easements, rights of way, and dredged material disposal areas.		28,000
Pay 25 percent of the costs allocated to general navigation facilities during construction and pay 50 percent of the costs of incremental maintenance below 45 feet below mean low water.	13,829,000	50,000
Reimburse an additional 10 percent of the costs of general navigation features allocated to commercial navigation within a period of 30 years following completion of construction as partially reduced by a credit allowed for the value of lands, easements, rights of way, relocations, and dredged material disposal areas provided for commercial navigation.	5,504,000	
Total	19,361,000	78,000

The non-Federal sponsor has also agreed to make all required payments concurrently with project construction and reimburse its share of construction costs within a period of 30 years following completion of construction.

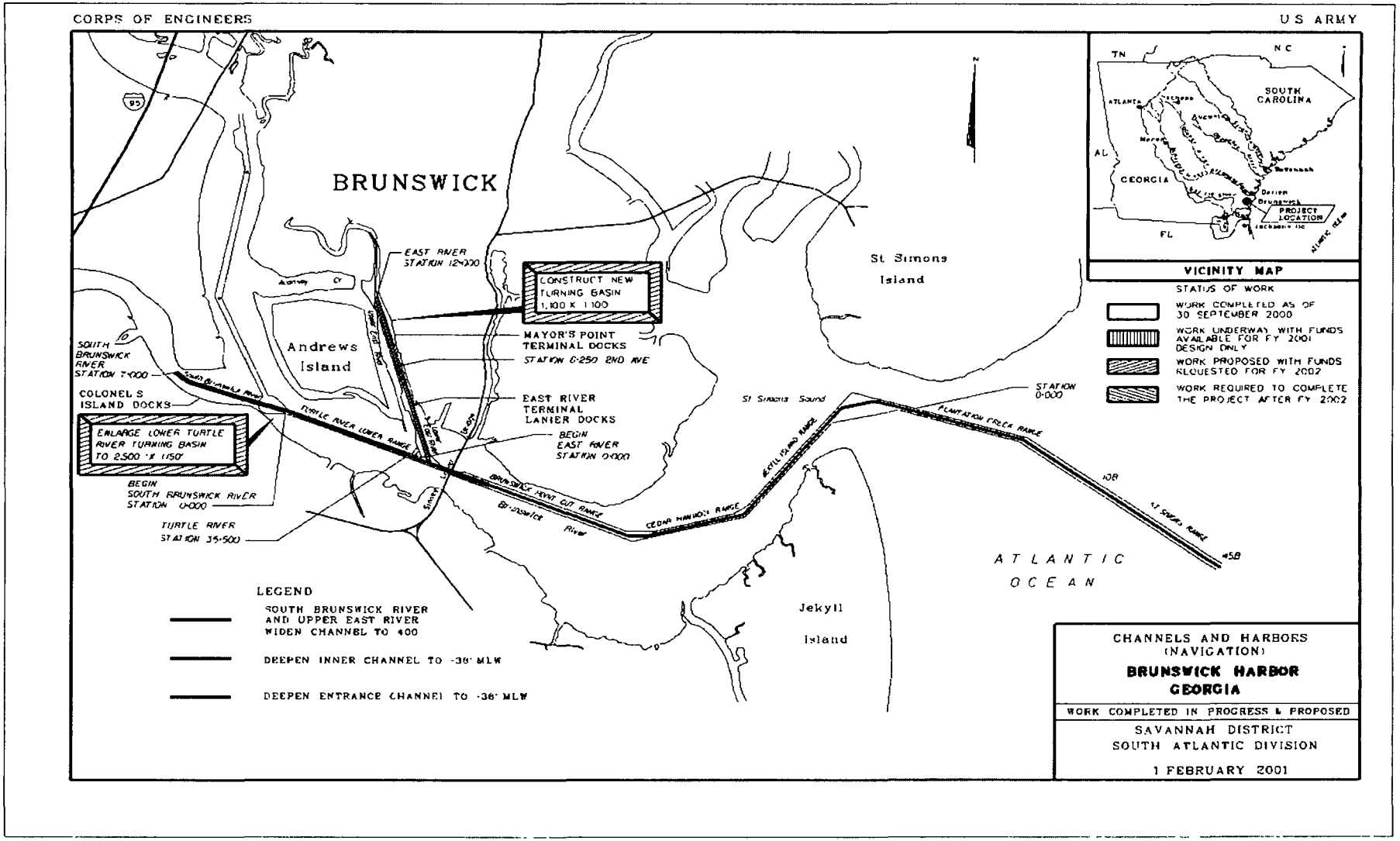
STATUS OF LOCAL COOPERATION: The Georgia Ports Authority (GPA) is the local sponsor. The GPA expects to fund its share of project construction with monies provided by the State of Georgia. It is the intent of GPA to enter a budget request for FY 2001 to the Governor of the State of Georgia for the State to authorize issuance of 20-year General Obligation Bonds specifically for the deepening of Brunswick Harbor. The amount of the bonds should be more than adequate to meet the non-Federal sponsor's share of the total project costs and should become available 1 July 2001 The Project Cooperation Agreement is scheduled to be executed in September 2001.

COMPARISON OF FEDERAL COST ESTIMATES: The current Federal Corps cost estimate of $41,461,000 is the same as the latest estimate presented to Congress (FY 2001).

STATUS OF ENVIRONMENTAL IMPACT STATEMENT: The final EIS was filed with EPA on 12 June 1998.

OTHER INFORMATION: Construction General funds to initiate construction were appropriated in FY 2001.

A mitigation plan was developed to compensate for the unavoidable losses of 18.1 acres of spartina saltmarsh due to the project. The plan calls for restoration of 45 acres of non-functioning wetlands at an estimated cost of $758,000. A monitoring program will be implemented to ensure that the restoration action is functioning as intended.


CORPS OF ENGINEERS
U S ARMY
BRUNSWICK
Andrews Island
St Simons Island
Jekyll Island
ATLANTIC OCEAN
EAST RIVER STATION 12+000
CONSTRUCT NEW TURNING BASIN 1,100 X 1,100
MAYOR'S POINT TERMINAL DOCKS
STATION 6+250 2ND AVE
EAST RIVER TERMINAL LANIER DOCKS
BEGIN EAST RIVER STATION 0+000
SOUTH BRUNSWICK RIVER STATION 7+000
COLONEL'S ISLAND DOCKS
ENLARGE LOWER TURTLE RIVER TURNING BASIN TO 2,500 X 1,150'
BEGIN SOUTH BRUNSWICK RIVER STATION 0+000
TURTLE RIVER STATION 35+500
TURTLE RIVER LOWER RANGE
BRUNSWICK JOINT CUT RANGE
CEDAR HAMMOCK RANGE
BEVILL ISLAND RANGE
PLANTATION CREEK RANGE
ST SIMONS RANGE
STATION 0+000
108
458
LEGEND
SOUTH BRUNSWICK RIVER AND UPPER EAST RIVER WIDEN CHANNEL TO 400
DEEPEN INNER CHANNEL TO -36' MLW
DEEPEN ENTRANCE CHANNEL TO -36' MLW
TN
NC
SOUTH CAROLINA
GEORGIA
AL
FL
PROJECT LOCATION
VICINITY MAP
STATUS OF WORK
WORK COMPLETED AS OF 30 SEPTEMBER 2000
WORK UNDERWAY WITH FUNDS AVAILABLE FOR FY 2001 DESIGN ONLY
WORK PROPOSED WITH FUNDS REQUESTED FOR FY 2002
WORK REQUIRED TO COMPLETE THE PROJECT AFTER FY 2002
CHANNELS AND HARBORS (NAVIGATION)
BRUNSWICK HARBOR
GEORGIA
WORK COMPLETED IN PROGRESS & PROPOSED
SAVANNAH DISTRICT
SOUTH ATLANTIC DIVISION
1 FEBRUARY 2001

APPROPRIATION TITLE: Construction, General – Channels and Harbors (Navigation)

PROJECT: Lower Savannah River Basin, Georgia and South Carolina (Continuing)

LOCATION: The project is located on the Savannah River between river mile 40.9 and river mile 42.0, approximately 20 river miles above the city of Savannah, Georgia. The project area itself is located within Effingham County, Georgia and Jasper County, South Carolina. A portion of the project is within the Federal Savannah National Wildlife Refuge.

DESCRIPTION: The Lower Savannah River Basin Environmental Restoration Project includes construction of a partial diversion structure at the entrance to navigation cut #3 and cutoff bend #3 (river mile 40.9), improvements to the channel to the mouth of Bear Creek to restore flows, and restoration of the mouth of Mill Creek (river mile 42.0). A 5-year monitoring program following completion of construction will evaluate the effectiveness of the project.

AUTHORIZATION: Water Resources Development Act of 1996.

REMAINING BENEFIT - REMAINING COST RATIO: N/A

TOTAL BENEFIT - COST RATIO: N/A

INITIAL BENEFIT - COST RATIO: Benefits are non-monetary and a benefit-cost ratio was not developed.

BASIS OF BENEFIT - COST RATIO: N/A

SUMMARIZED FINANCIAL DATA			ACCUM PCT OF EST FED COST	STATUS (1 Jan 2001)	PERCENT COMPLETE	PHYSICAL COMPLETION SCHEDULE
Estimated Federal Cost		3,167,000		Entire Project	18	Being determined
Estimated Non-Federal Cost		1,055,000				
Cash Contributions	1,027,000					
LERR&D	28,000					
Total Estimated Project Cost		4,222,000				
Allocations to 30 September 2000		667,000				
Conference Allowance for FY 2001		1,500,000				
Allocation for FY 2001		457,000	1/			
Allocations through FY 2001		1,124,000	35			
Allocation Requested for 2002		1,300,000	77			
Programmed Balance to Complete after FY 2002		743,000				
Unprogrammed Balance to Complete after FY 2002		0				

1/ Reflects $240,000 reduction assigned as savings and slippage, $800,000 reprogrammed from the project, and $3,000 rescinded in accordance with the Consolidated Appropriations Act, 2001.

PHYSICAL DATA

Diversion Structure:
Constructed of riprap approximately 1/3 the width of the river.

Improvements to Mouth of Bear Creek:
Reorient the mouth so it faces upstream; construct narrow approach channel; plug cutoff bend #3.

Restoration of Mill Creek:
Relocate and realign the mouth toward the river flow; sediment removal at the mouth.

JUSTIFICATION: The River and Harbor Act of 1950 authorized a 9-foot Federal navigation project extending from Augusta, Georgia to the upper limit of Savannah Harbor in Savannah, Georgia. As a method to improve navigation on the river, cuts were installed in the 1960's and 1970's. These cuts straightened and shortened the river course and, as a result, channeled flow away from the original watercourse. Depletion of natural river flows through the cutoff bends has resulted in rapid siltation and loss of flow to creeks originating at the bends and their surrounding wetland areas. The project will restore the natural flow regime in creeks and wetland areas while simultaneously restoring the environment and wildlife habitat to their pre-navigation conditions. Without environmental restoration, aquatic habitat will diminish and forested wetlands, which require periodic inundation, will be irreversibly degraded. Environmental benefits, which would accrue from the project, consist of fish habitat and bottomland hardwoods. In addition, improvements to the environment will directly benefit at least nine species of plants and animals found on the Federal list of threatened and endangered species, including the shortnose sturgeon, peregrine falcon, bald eagle, and wood stork. Benefits are non-monetary.

FISCAL YEAR 2002: The requested amount of $1,300,000 will be applied as follows:

Continue Construction	1,150,000
Planning, Engineering and Design	30,000
Construction Management	120,000
Total	$1,300,000

NON-FEDERAL COST: In accordance with the cost sharing and financing concepts reflected in the Water Resources Development Act of 1986, the non-Federal sponsor must comply with the requirements listed below:

Requirements of local Cooperation	Payments During Construction and Reimbursements	Annual Operation, Maintenance, Repair, Rehabilitation, and Replacement Costs
Total Non-Federal Costs	1,055,000	

The non-Federal sponsor has also agreed to make all required payments concurrently with project construction.

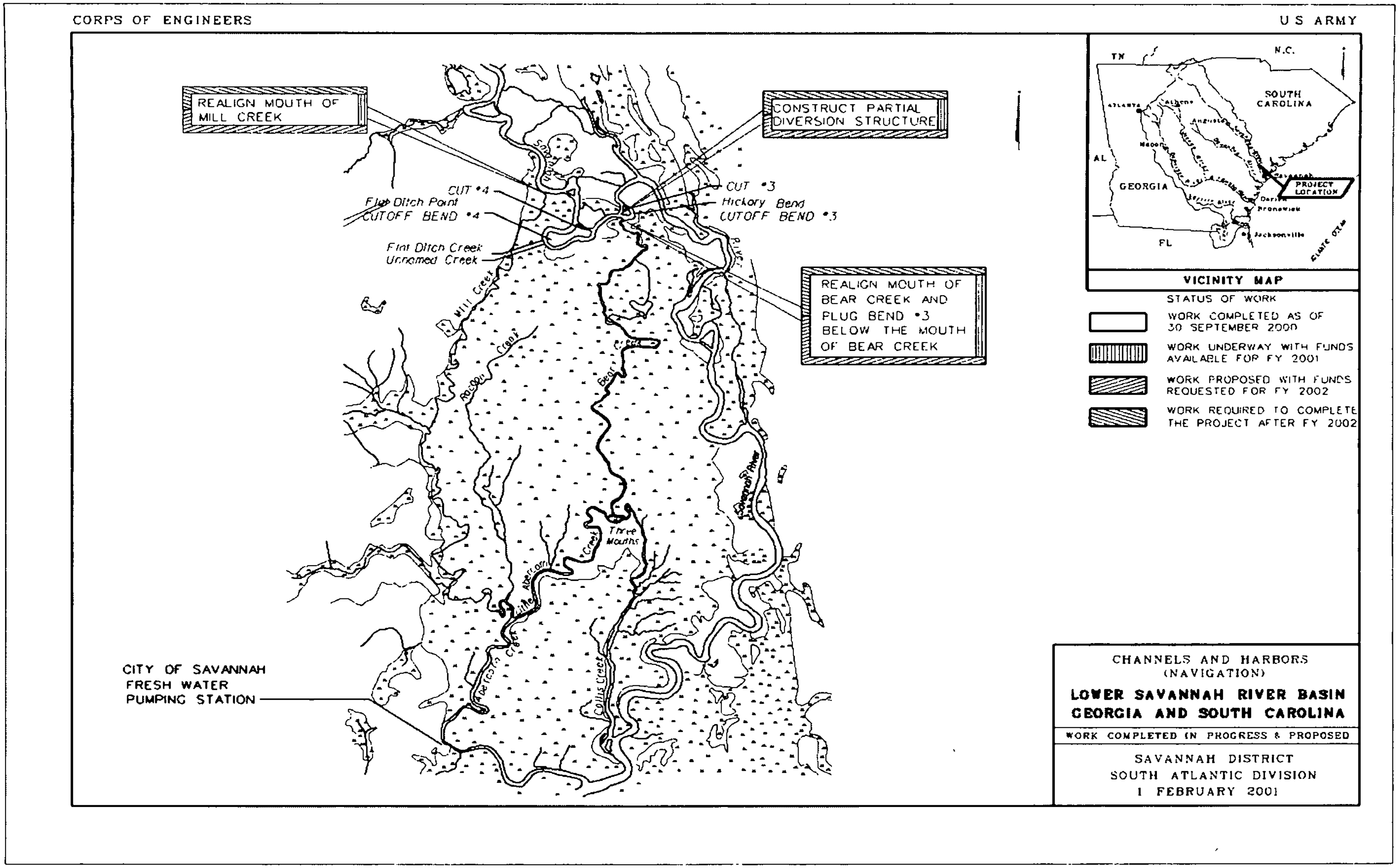
STATUS OF LOCAL COOPERATION: The city of Savannah, Georgia is the non-Federal project sponsor. The Project Cooperation Agreement was executed in July 2000. The city has successfully participated in several cost shared projects with the Federal government. During recent bond issuance planning, the financial needs for the project were taken into account. The city continues to maintain an AA bond rating.

COMPARISON OF FEDERAL COST ESTIMATES: The current Federal Corps cost estimate of $4,222,000 is the same as last presented to Congress (FY 2001).

STATUS OF ENVIRONMENTAL IMPACT STATEMENT: An Environmental Assessment (EA) was prepared for the project and a Finding of No Significant Impact was signed on March 22, l996.

OTHER INFORMATION: Funds to initiate preconstruction engineering and design were appropriated in FY 1996. Funds to initiate construction were appropriated in FY 2000. There will be minimal operation and maintenance associated with this project. The city of Savannah is 100 percent responsible for all normal operation and maintenance. All project features are designed to not require maintenance over the 50-year project life.

Provisions are included for monitoring the results of the project for a period of five years beginning one year prior to construction. Within the project area, the U.S. Geological Survey will assess stream flow and water quality at various locations and the U.S. Fish and Wildlife Service will make periodic filed observations of the conditions of the creeks and forested wetlands.



CORPS OF ENGINEERS
U S ARMY
REALIGN MOUTH OF MILL CREEK
CONSTRUCT PARTIAL DIVERSION STRUCTURE
CUT #4
Flat Ditch Point
CUTOFF BEND #4
CUT #3
Hickory Bend
CUTOFF BEND #3
Flat Ditch Creek
Unnamed Creek
REALIGN MOUTH OF BEAR CREEK AND PLUG BEND #3 BELOW THE MOUTH OF BEAR CREEK
Mill Creek
Bear Creek
Three Mouths
Collis Creek
CITY OF SAVANNAH FRESH WATER PUMPING STATION
SOUTH CAROLINA
GEORGIA
AL
FL
N.C.
PROJECT LOCATION
VICINITY MAP
STATUS OF WORK
WORK COMPLETED AS OF 30 SEPTEMBER 2000
WORK UNDERWAY WITH FUNDS AVAILABLE FOR FY 2001
WORK PROPOSED WITH FUNDS REQUESTED FOR FY 2002
WORK REQUIRED TO COMPLETE THE PROJECT AFTER FY 2002
CHANNELS AND HARBORS (NAVIGATION)
LOWER SAVANNAH RIVER BASIN
GEORGIA AND SOUTH CAROLINA
WORK COMPLETED IN PROGRESS & PROPOSED
SAVANNAH DISTRICT
SOUTH ATLANTIC DIVISION
1 FEBRUARY 2001

APPROPRIATION: Construction, General - Channels and Harbors (Navigation)

PROJECT. Gulfport Harbor, Mississippi (Continuing)

LOCATION: Gulfport Harbor is located on the Gulf Coast, at Gulfport, in Harrison County, Mississippi, about midway between New Orleans, Louisiana, and Mobile, Alabama. The deep draft ship channel runs southward from Gulfport through Mississippi Sound into deep water in the Gulf of Mexico.

DESCRIPTION:

PHASE I (COMPLETED): The most recent improvement to the Federal navigation project included deepening the existing channel from 30 feet to 36 feet deep at the existing width of 220 feet for a distance of 10.38 miles in the Mississippi Sound; relocated the Ship Island Pass channel segment approximately 1,900 feet west of the present channel alignment, and reconstructed the channel segment from 32 feet to 38 feet deep at the existing width of 300 feet for a distance of 2.64 miles; deepened the Gulf channel segment to 38 feet at the existing width of 300 feet for a distance of 6.8 miles; removed an old breakwater from the entrance to the turning basin; constructed the northern portion of the turning basin to 36 feet deep for about 4,200 feet in length. This work was completed in 1994.

REMAINDER: Most recently, the Water Resources Development Act of 2000 authorized the Corps to conduct a study to determine the feasibility of modifying the project for navigation. A General Re-evaluation Report (GRR) to formulate alternative plans and determine the feasibility of additional deepening and widening of the Federal project is in the early stages of preparation.

AUTHORIZATION: Supplemental Appropriations Act of 1985, Water Resources Development Act of 1986, Water Resources Development Act of 1988 and Water Resources Development Act of 2000.

REMAINING BENEFIT-REMAINING COST RATIO: 2.0 to 1 at 8 7/8 percent.

TOTAL BENEFIT-COST RATIO: 1.04 to 1 at 8 7/8 percent.

INITIAL BENEFIT-COST RATIO: 1.1 to 1 at 8 7/8 percent.

BASIS OF BENEFIT-COST RATIO: Benefits are from the latest available evaluation approved in March 1990 at October 1989 price levels.

SUMMARIZED FINANCIAL DATA

						ACCUM PCT OF EST FED COST
Estimated Appropriation Requirements (COE)			32,948,000	Allocation to 30 September 2000	$25,915,000	
Programmed Construction		27,415,000		Conference Allowance for FY 2001	200,000	
Unprogrammed Construction		5,533,000		*Allocation for FY 2001*	168,000	1/
Estimated Appropriation Requirement U.S.C.G)			161,000	Allocation Through FY 2001	26,083,000	64
Programmed Construction		140,000		Allocation Requested for FY 2002	100,000	68
Unprogrammed Construction		21,000		Programmed Balance to Complete after FY 2002	1,232,000	83
Estimated Total Appropriation Requirement			33,109,000	Unprogrammed Balance to Complete after FY 2002	5,533,000	100
Programmed Construction		27,555,000				
Unprogrammed Construction		5,554,000				
Non-Federal Reimbursement			4,394,000	1/ Reflects $32,000 reduction as savings and slippage.		
Programmed Construction		3,455,000				
Unprogrammed Construction		939,000				
Estimated Federal Cost (Ultimate)(COE)			28,554,000			
Programmed Construction		23,960,000				
Unprogrammed Construction		4,594,000				
Estimated Non-Federal Cost						
Programmed Construction		15,197,000	17,981,000			
Cash Contributions	9,139,000					
Other Costs	2,603,000					
Reimbursements	3,455,000					
Unprogrammed Construction		2,784,000				
Cash Contributions	1,845,000					
Other Costs	0					
Reimbursements	939,000					

STATUS (1 Jan 2001)	PERCENT COMPLETE	PHYSICAL COMPLETION
Construction		
Phase I	100	Jan 1994
Remainder	0	Indefinite
Entire Project	68	Indefinite

Total Est. Programmed Construction Cost	39,297,000
Total Est. Unprogrammed Construction Cost	7,399,000
Total Estimated Cost	46,696,000

JUSTIFICATION: Channel deepening and widening, with minor relocation, is required to provide a safe and efficient harbor for the present and anticipated future vessel traffic at Gulfport Harbor. Reducing the width of the turning basin would provide for dockside berths to be maintained by local interests and enlarging the entrance would reduce hazards resulting from cross currents and improve maneuvering Channel improvements are needed in order to more fully load vessels and provide safe navigation through several bends in the channel at the barrier islands. A 10-year average of total commerce is 1.2 million short tons, of which 92 percent are exports and imports. With the proposed project, the major imports will be fruit and general products (containers). All bulk commodities will be exported/imported on 35,000 to 42,000 dead weight dry bulk carriers drafting 30 to 35 feet. The savings per ton for tons for vessels operating on a 36-foot channel are as follows: ilmenite ore ($4.94); scrap metal ($2.02); fishmeal ($2.79); fresh fruit ($.75); and general cargo ($1.03). Project benefits will be generated by more fully loading the existing vessels calling at the port. The average annual benefits are $4,937,000, all or commercial navigation.

FISCAL YEAR 2002: The requested amount will be applied as follows:

Planning, Engineering and Design	$100,000
Total	$100,000

NON-FEDERAL COST: In accordance with the cost sharing and financing concepts reflected in the Water Resources Development Act of 1986, the non-Federal sponsor must comply with the requirements listed below.

Requirements of Local Cooperation	Payments During Construction And Reimbursements	Annual Operation, Maintenance, Repair, Rehabilitation, And Replacement Costs
PHASE I:		
Pay 25% of the cost allocated to general navigation facilities during construction.	$8,639,000	$ 0
Reimburse an additional 10% of the costs allocated to general navigation facilities within a period of 30 years following completion of construction.	3,455,000	0
Pay 100% of the cost allocated to berthing area dredging (without credit).	$2,603,000	0

Requirements of Local Cooperation (Continued)

REMAINDER:

Pay 25% of the costs allocated to general navigation facilities during construction.	2,345,000	0
Reimburse an additional 10 % of the costs of general navigation features allocated to commercial navigation within a period of 30 years following completion of construction.	939,000	0

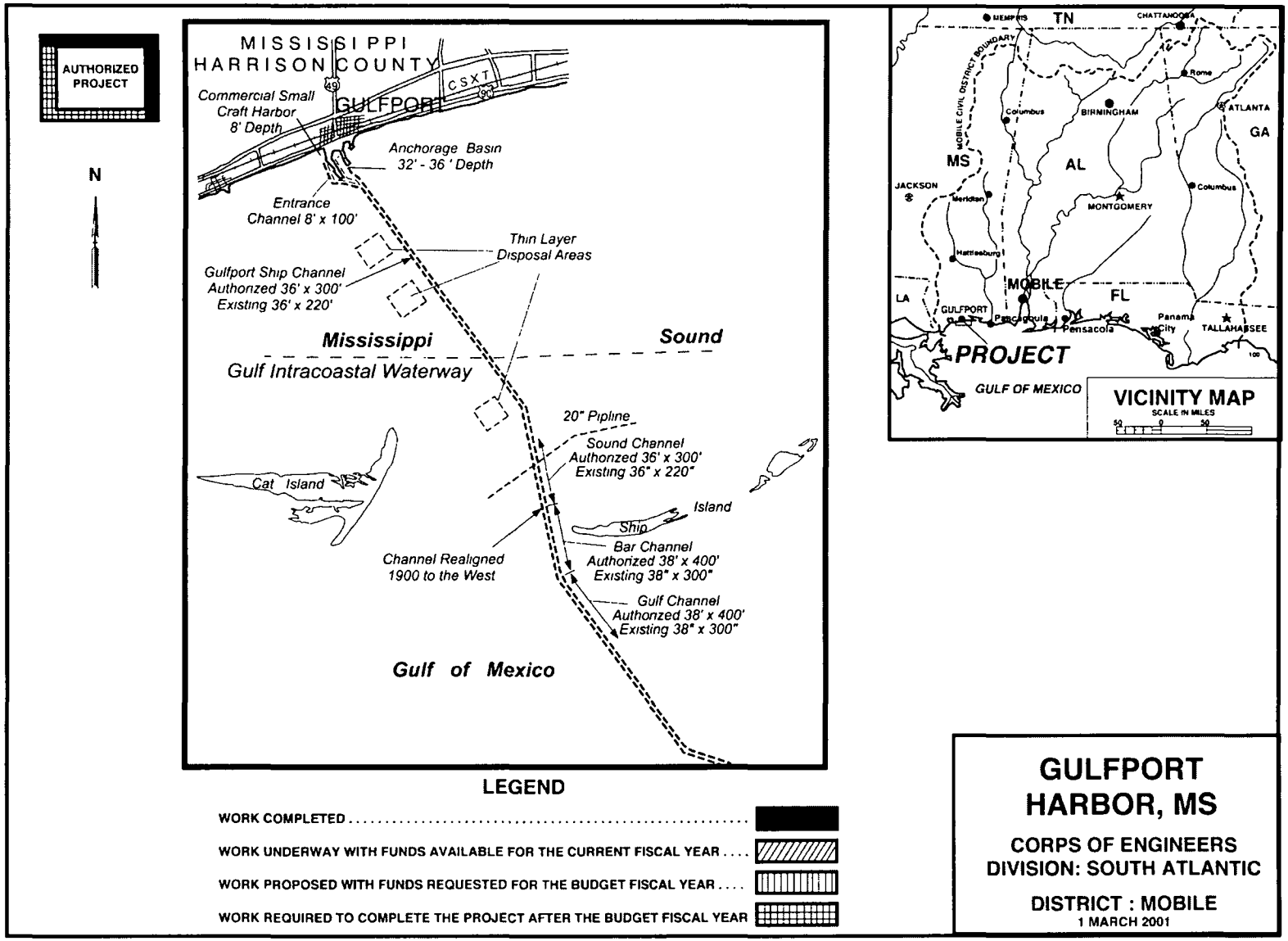
STATUS OF LOCAL COOPERATION: The local sponsor is the Mississippi State Port Authority at Gulfport, Mississippi. The Project Cooperation Agreement (PCA) for dredging of Phase I was signed in June 1990. The PCA execution for the remainder has not been scheduled.

COMPARISON OF FEDERAL COST ESTIMATE: The current Federal (Corps) cost estimate is $32,948,500 which is the same as the last presented to Congress (FY 95).

STATUS OF ENVIRONMENTAL IMPACT STATEMENT: The Final Environmental Impact Statement was filed with the Environmental Protection Agency on 13 July 1990.

SUMMARIZED FINANCIAL DATA FOR REMAINDER:

Estimated Appropriation Requirements (COE)		$7,033,000
Estimated Appropriation Requirements (U.S.C.G.)		21,000
Estimated Total Appropriation Requirements		7,054,000
Future non-Federal Reimbursement		939,000
Estimated Federal Cost (Ultimate)(COE)		6,094,000
Estimated Non-Federal Cost		3,284,000
Cash Contributions	2,345,000	
Other Costs	0	
Reimbursements	939,000	
Total Estimated Project Cost		$9,399,000


AUTHORIZED PROJECT
N
MISSISSIPPI
HARRISON COUNTY
GULFPORT
CSXT
Commercial Small Craft Harbor 8' Depth
Anchorage Basin 32' - 36 ' Depth
Entrance Channel 8' x 100'
Thin Layer Disposal Areas
Gulfport Ship Channel Authorized 36' x 300' Existing 36' x 220'
Mississippi Sound
Gulf Intracoastal Waterway
20" Pipline
Sound Channel Authorized 36' x 300' Existing 36" x 220"
Cat Island
Ship Island
Channel Realigned 1900 to the West
Bar Channel Authorized 38' x 400' Existing 38" x 300"
Gulf Channel Authorized 38' x 400' Existing 38" x 300"
Gulf of Mexico
TN
MEMPHIS
CHATTANOOGA
MOBILE CIVIL DISTRICT BOUNDARY
Rome
Columbus
BIRMINGHAM
ATLANTA
GA
MS
AL
JACKSON
Meridian
MONTGOMERY
Columbus
Hattiesburg
MOBILE
FL
LA
GULFPORT
Pascagoula
Pensacola
Panama City
TALLAHASSEE
PROJECT
GULF OF MEXICO
VICINITY MAP
SCALE IN MILES
50 0 50
LEGEND
WORK COMPLETED
WORK UNDERWAY WITH FUNDS AVAILABLE FOR THE CURRENT FISCAL YEAR
WORK PROPOSED WITH FUNDS REQUESTED FOR THE BUDGET FISCAL YEAR
WORK REQUIRED TO COMPLETE THE PROJECT AFTER THE BUDGET FISCAL YEAR
GULFPORT HARBOR, MS
CORPS OF ENGINEERS
DIVISION: SOUTH ATLANTIC
DISTRICT : MOBILE
1 MARCH 2001

APPROPRIATION: Construction, General - Channels and Harbors (Navigation)

PROJECT: Pascagoula Harbor, Mississippi (Continuing)

LOCATION: Pascagoula Harbor project is located on the Gulf Coast, at Pascagoula, in Jackson County, Mississippi, about 100 miles east of New Orleans, Louisiana, and 32 miles west of the entrance to Mobile Harbor, Alabama. The deep draft ship channel runs southward from Pascagoula through Mississippi Sound into deep water in the Gulf of Mexico.

DESCRIPTION:

PHASE I (COMPLETED): Constructed a new turning basin at the present project depth of 38 feet at the mouth of Bayou Casotte, widened the Gulf approach channel to 450 feet and the Horn Island Pass Channel to 600 feet, and relocated the Horn Island Pass 300 feet to the west.

PHASE II: The proposed plan of improvement is to widen the Bayou Casotte Channel from the junction with the Lower Pascagoula Channel to the mouth of Bayou Casotte to 350 feet; deepen the Bar Channel from its origin in the Gulf, the 44 foot contour (MLLW), to the transition at the north end of Horn Island Pass to 44 feet, the nominal 42-foot project depth with 2 feet of additional depth as an allowance for wave action; deepen the Lower Pascagoula and Bayou Casotte Channels to 42 feet; deepen the turning basin located at the mouth of the Bayou Casotte Harbor and the 1,200-foot project extension north of the turning basin to 42 feet; and deepen the two impoundments along the east side of Horn Island Pass and the Bar Channel to 44 feet. Construct a 168 acre dredged material disposal facility.

An additional phase of the authorized project will be constructed as related to priority of needs and the non-federal sponsor's willingness and capability to participate. The additional phase of work is currently unprogrammed.

AUTHORIZATION: Water Resources Development Act of 1986.

REMAINING BENEFIT-REMAINING COST RATIO: 1.8 to 1 at 7 5/8 percent for Phase II.

TOTAL BENEFIT-COST RATIO: 1.14 to 1 at 8 ½ percent for Phase I; 0.8 to 1 at 7 5/8 percent for Phase II.

INITIAL BENEFIT-COST RATIO. 1.14 to 1 at 8 ½ (FY 1994) for Phase I; 1.2 to 1 at 7 5/8 percent (FY 1998) for Phase II.

BASIS OF BENEFIT-COST RATIO: Benefits for Phase I are from the General Design Memorandum approved in June 1992 at October 1991 price levels. Benefits for Phase II are from the Limited Reevaluation Report prepared in April 1997 at October 1997 price levels.

SUMMARIZED FINANCIAL DATA

						ACCUM PCT OF EST FED COST
Estimated Appropriation Requirements (COE)			$47,789,000	Allocation to 30 September 2000	$24,873,000	
Programmed Construction		39,412,000		Conference Allowance for FY 2001	6,663,000	
Unprogrammed Construction		8,377,000		Allocation for FY 2001	5,584,000 1/	
Estimated Appropriation Requirement U.S.C.G)			736,000	Allocation Through FY 2001	30,457,000	64
Programmed Construction		688,000		Allocation Requested for FY 2002	1,930,000	68
Unprogrammed Construction		48,000		Programmed Balance to Complete after FY 2002	7,025,000	82
Estimated Total Appropriation Requirement			48,525,000	Unprogrammed Balance to Complete after FY 2002	8,377,000	100
Programmed Construction		40,100,000				
Unprogrammed Construction		8,425,000				
Non-Federal Reimbursement			6,372,000			
Programmed Construction		5,255,000				
Unprogrammed Construction		1,117,000				
Estimated Federal Cost (Ultimate)(COE)			41,417,000			
Programmed Construction		34,157,000				
Unprogrammed Construction		7,260,000				
Estimated Non-Federal Cost			27,547,000			
Programmed Construction		23,638,000				
Cash Contributions	13,137,000					
Other Costs	5,246,000					
Reimbursements	5,255,000					
Unprogrammed Construction		3,909,000				
Cash Contributions	2,792,000					
Other Costs	0					
Reimbursements	1,117,000					
Total Est. Programmed Construction Cost		58,483,000				
Total Est. Unprogrammed Construction Cost		11,217,000				
Total Estimated Cost		69,700,000				

1/ Reflects $1,066,000 reduction as savings and slippage and $13,000 rescinded in accordance with the Consolidated Appropriations Act, 2001.

STATUS (1 Jan 2001)	PERCENT COMPLETE	PHYSICAL COMPLETION
Construction		
Phase I	100	Sep 1996
Phase II	70	Being determined
Remainder	0	Indefinite
Entire Project	64	Indefinite

JUSTIFICATION:

Pascagoula Harbor is located on the Gulf Coast at Pascagoula, Mississippi, in Jackson County. This deep-draft ship channel has a total length of 17.5 miles from the Pascagoula Inner Harbor to deep water in the Gulf of Mexico. The port is essential to the economy of the state and to Jackson County, the state's most industrialized county. The Pascagoula River channel serves Ingalls Shipbuilding, a grain elevator, the Navy Homeport and numerous lumber and breakbulk shippers. The Bayou Casotte Channel serves the Chevron refinery, the nation's seventh largest crude oil refinery. The channel also serves Mississippi Phosphates, Halter Marine, and numerous breakbulk shippers from port facilities in the inner harbor. The Phase II evaluation includes deepening the entrance channel and Horn Island Pass including associated impoundment basins to 44 feet, deepening the Lower Pascagoula Channel to 42 feet, deepening and widening the Bayou Casotte Channel to 42 feet and 350 feet, respectively, terminating approximately 1,200 feet north of the southern turning basin which will also be deepened to 42 feet. Recommended project modifications would allow crude oil and petroleum coke vessels to load to deeper drafts realizing economies of scale. In addition, Halter Marine and Ham Marine, whose facilities to be constructed at Bayou Casotte Harbor are dependent upon channel widening, will be able to service/build larger oil drilling rigs which are increasingly becoming industry standard. Benefits attributed to channel deepening and widening total $2,571,998 annually. Crude oil imports benefiting from channel widening will total 13,839,874 short tons annually, while petroleum coke exports will total 1,317,650 short tons annually. With a 350-foot wide Bayou Casotte Channel, the number of drill rigs serviced/built annually will range from 18 in the year 2000 to 23 by the year 2050.

Maintenance dredging of those segments of the federal project within Mississippi Sound is performed by pipeline or mechanical dredge. The disposal area at Greenwood Island has been determined to be unsuitable for continued use and a new site is currently being developed at the former Tenneco Site on the eastern shore of Bayou Casotte. This new site will replace all the functions of the Greenwood Island site. Material dredged from the mouth of Pascagoula River and Bayou Casotte southward is placed in open water disposal areas west of the channels. Provisions have also been made for placing this material in the Pascagoula Ocean Dredged Material Disposal Site (ODMDS) in the Gulf of Mexico on an as needed basis. Maintenance dredging in the Horn Island Pass is performed on an as needed basis with maintenance material being placed in adjacent Disposal Area 10, the littoral zone disposal area, and in the ODMDS. The average annual benefits for the Phase II project are $2,571,998 all for commercial navigation.

FISCAL YEAR 2002: The requested amount will be applied as follows:

Initiate Construction of Confined Disposal Facility	$ 1,530,000
Planning, Engineering and Design	200,000
Construction Management	200,000
Total	$ 1,930,000

NON-FEDERAL COST: In accordance with the cost sharing and financing concepts reflected in the Water Resources Development Act of 1986, the non-Federal sponsor must comply with the requirements listed below.

Requirements of Local Cooperation	Payments During Construction and Reimbursement	Annual Operation, Maintenance, Repair, Rehabilitation, and Replacement Costs
PHASE I:		
Pay 25% of the cost allocated to general navigation facilities during construction.	$3,352,000	0
Reimburse an additional 10% of the costs allocated to general navigation facilities within a period of 30 years following completion of construction.	1,341,000	0
PHASE II:		
Modify or relocate pipeline facility where necessary for the construction of the project.	4,086,000	0
Pay 25% of the costs allocated to general navigation facilities during construction.	9,785,000	0
Pay 100% of the cost allocated to berthing area dredging (without credit).	526,000	0
Provide lands easements, rights of way, for dredged material disposal facility.	634,000	0
Reimburse an additional 10 % of the costs of general navigation features allocated to commercial navigation within a period of 30 years following completion of construction, as entirely reduced by a credit allowed for the value of relocations provided for commercial navigation.	3,914,000	0

Requirements of Local Cooperation (Continued)	Payments During Construction and Reimbursements	Annual Operation, Maintenance, Repair, Rehabilitation, and Replacement Costs
REMAINDER:		
Pay 25% of the cost allocated to general navigation facilities during construction.	2,792,000	0
Reimburse an additional 10% of the costs of general navigation features allocated to commercial navigation within a period of 30 years following completion of construction, partially reduced by a credit allowed for the value of relocations provided for commercial navigation.	1,117,000	0
Total Non-Federal Costs	$ 27,547,000	0

The non-Federal sponsor has agreed to make all required payments concurrently with project construction and reimburse its share of construction costs within a period of 30 years following completion of construction.

STATUS OF LOCAL COOPERATION: The local sponsor for Phase II is the Jackson County Port Authority (JCPA) at Pascagoula, Mississippi. The Project Cooperation Agreement (PCA) for dredging was signed in April 1999. The Mississippi State Legislature passed House Bill 1681 to issue general obligation bonds for improvements at the Port of Pascagoula to be used towards the Non-Federal share of the project.

COMPARISON OF FEDERAL COST ESTIMATE: The current Federal (Corps) cost estimate of $47,789,000 is an increase of $688,000 from the latest estimate of ($47,101,000) presented to Congress (FY 2001). This change includes the following items:

Item	Amount
Price Escalation on Construction Features	+$548,000
Post Contract Award and Other Estimating Adjustments (including contingency adjustments)	+$140,000
Total	+$688,000

STATUS OF ENVIRONMENTAL IMPACT STATEMENT: In accordance with the requirements of the National Environmental Policy Act (NEPA) the Final Environmental Impact Statement (FEIS) for Pascagoula Harbor, Mississippi Navigation Improvements was filed with the Council on Environmental Quality on July 12, 1985. The State of Mississippi, Office of the Governor concurred with the FEIS by letter dated August 20, 1985 The Record of Decision (ROD) for commercial navigation improvements, Pascagoula Harbor, was signed by the U.S. Army Corps of Engineers, Director of Civil Works, July 24, 1992.

The FEIS addressed impacts associated with proposed channel improvements consisting of dredging approximately 14 million cubic yards of material for new work activities including deepening and widening the entrance channel to 44 feet by 550 feet from the Gulf of Mexico to the southern end of Horn Island Pass, then continuing the 44-foot depth through Horn Island Pass at a width of 600 feet with reconfiguration of the impoundment basin on Horn Island Pass to provide a 56-foot deep by 1500-foot long section within the channel limits Within the Mississippi Sound and into the Pascagoula River, the channel would be deepened to 42 feet at the existing width of 350 feet. The channel into Bayou Casotte would be widened to 350 feet and deepened to 42 feet. Also included was a new 1,150-foot diameter turning basin just inside the mouth of Bayou Casotte.

New work material from the Pascagoula River inner harbor would be deposited in the Environmental Protection Agency (EPA) designated ocean dredged material disposal site (ODMDS) located approximately 3 miles south of Horn Island. New work material from the mouth of the Pascagoula River to the north end of Horn Island Pass and all of the Bayou Casotte channel material would also be disposed in the ODMDS. New work and maintenance material dredged from the entrance channel, including Horn Island Pass, would be disposed in a near-shore area between the -15 and -30 foot depth contours south of Horn Island and in the ODMDS.

The FEIS stipulated that maintenance material from the Pascagoula River channel would be placed in existing Triple Barrel disposal site and the expanded disposal area on Singing River Island. Maintenance material from Bayou Casotte would be placed in the Greenwood Island upland disposal site. Maintenance material from all channel segments within Mississippi Sound would be placed in previously used open water placement sites in Mississippi Sound.
Since completion of the FEIS, the disposal area at Singing River Island has been utilized for the development of Naval Station Pascagoula. Future use of this area has been determined to best be associated with the expansion of the Naval Station or other military related uses. Placement of material from the channel segment that previously was deposited on Singing River Island is currently scheduled for the ocean dredged material disposal site until the dredged material management plan is revised. Greenwood Island was determined to be unsuitable for the continued placement of dredged material due to site contamination issues. This site has been replaced by the Bayou Casotte Dredged Material Placement Site on the former TENNECO site located directly across the channel from Greenwood Island. The dredged material management plan has been modified to accommodated this change.

The U.S. Environmental Protection Agency completed an FEIS in July 1991 designating the Pascagoula Ocean Dredged Material Disposal Site.
This FEIS addressed impacts for the designation and use of the ODMDS and the transportation and placement of approximately 1 million cubic yards of maintenance material to be dredged by the U.S. Navy from the Upper Pascagoula segment of the Pascagoula Harbor navigation project (prior to channel improvements) and the approximately 12 million cubic yards of new work to be dredged from the construction of authorized improvements for the project.

OTHER INFORMATION: Funds to initiate preconstruction engineering and design for the total project were appropriated in FY 1987. A Limited Reevaluation Report for Phase II was completed in July 1997. There are Fish and Wildlife Facilities scheduled to be constructed with the Phase II portion of the project. Their cost will be $3,325,000. These funds will be used for wetland mitigation, specifically for geotubes for bank protection and wetland creation.

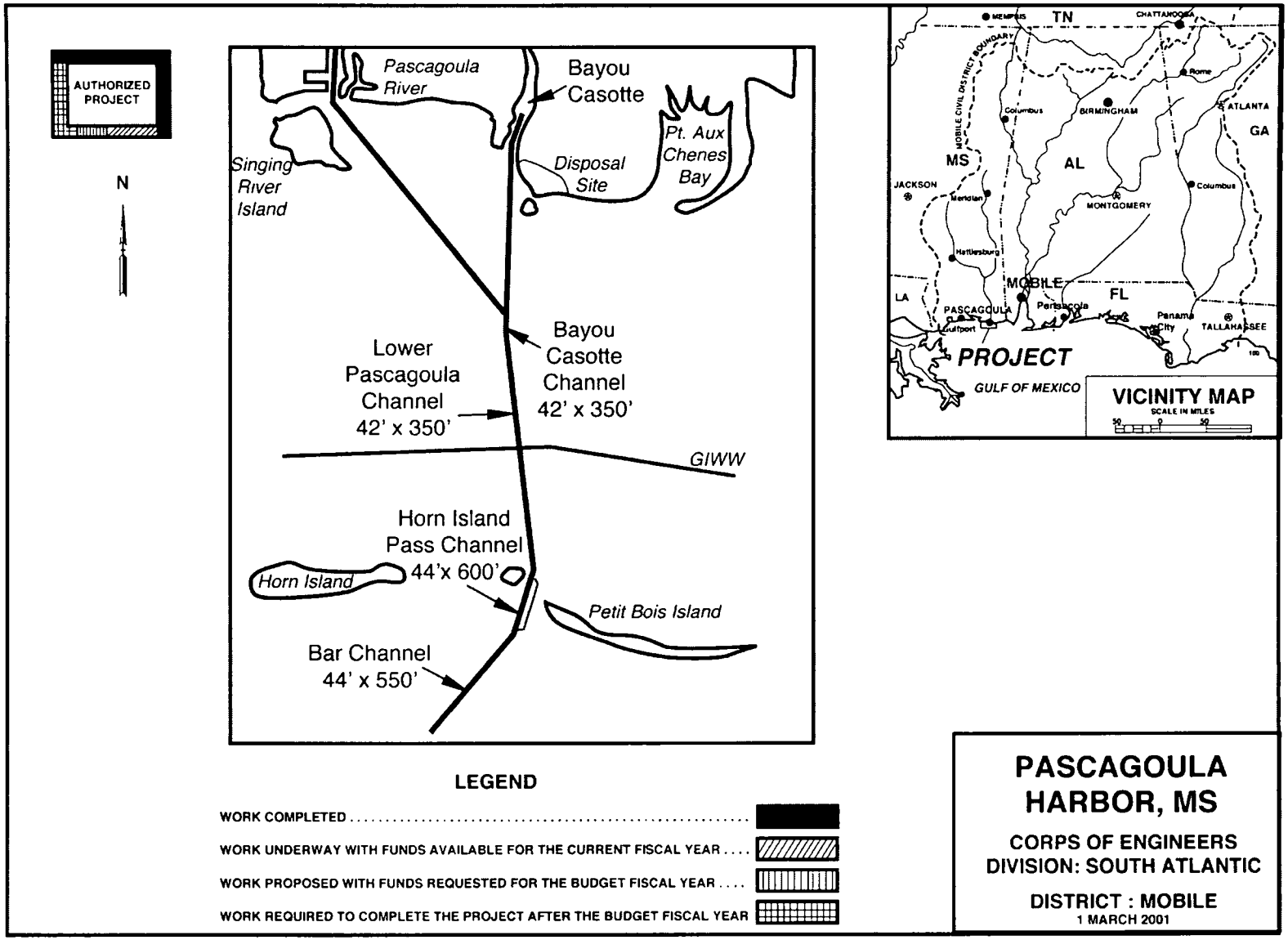
Phase II:

SUMMARIZED FINANCIAL DATA FOR PHASE II:

Estimated Appropriation Requirements (COE)		$29,355,000
Estimated Appropriation Requirements (U.S.C.G.)		52,000
Estimated Total Appropriation Requirements		29,407,000
Future non-Federal Reimbursement		3,914,000
Estimated Federal Cost (Ultimate)(COE)		25,441,000
Estimated Non-Federal Cost		18,945,000
Cash Contributions	9,785,000	
Other Costs	5,246,000	
Reimbursements	3,914,000	
Total Estimated Project Cost		$44,438,000

REMAINING BENEFIT-REMAINING COST RATIO: 1.8 to 1 at 7 5/8 percent.

TOTAL BENEFIT-COST RATIO: 0.8 to 1 at 7 5/8 percent.


AUTHORIZED PROJECT
N
Pascagoula River
Bayou Casotte
Pt. Aux Chenes Bay
Singing River Island
Disposal Site
Lower Pascagoula Channel 42' x 350'
Bayou Casotte Channel 42' x 350'
GIWW
Horn Island Pass Channel 44'x 600'
Horn Island
Petit Bois Island
Bar Channel 44' x 550'
TN
MS
AL
GA
FL
LA
MOBILE
PROJECT
GULF OF MEXICO
VICINITY MAP
LEGEND
WORK COMPLETED
WORK UNDERWAY WITH FUNDS AVAILABLE FOR THE CURRENT FISCAL YEAR
WORK PROPOSED WITH FUNDS REQUESTED FOR THE BUDGET FISCAL YEAR
WORK REQUIRED TO COMPLETE THE PROJECT AFTER THE BUDGET FISCAL YEAR
PASCAGOULA HARBOR, MS
CORPS OF ENGINEERS
DIVISION: SOUTH ATLANTIC
DISTRICT : MOBILE
1 MARCH 2001

APPROPRIATION TITLE: Construction, General - Channel and Harbors (Navigation)

PROJECT: Wilmington Harbor, North Carolina (Continuing)

LOCATION: The project is located at Wilmington on the southeastern coast of North Carolina in New Hanover and Brunswick Counties.

DESCRIPTION: The project consists of two separable elements, the portion for deepening of the existing project and the portion for raising the dikes on Eagle Island dredged material disposal facility (DMDF) for maintenance of the existing project until the deepening is completed. The plan of improvement consists of deepening the ocean bar and entrance channels from the authorized depth of 40 feet to 44 feet; deepening the authorized 38-foot project to 42 feet up to and including the anchorage basin immediately upriver from the State Ports Authority dock, and extending the anchorage basin northward by 300 feet; widening the existing 400-foot wide channel to 600 feet over a total length of 6.2 miles including Lower and Upper Midnight and Lower Lilliput reaches; widen five turns and bends by 100 to 200 feet providing a total average channel width of 500 to 675 feet; widening the Fourth East Jetty Channel to 500 feet over a total length of 1.5 miles; deepening the 32-foot channel between Castle Street and the Hilton Railroad Bridge, the 32-foot turning basin just above the mouth of the Northeast Cape Fear River on the west side, and the 25-foot channel from the Hilton Railroad Bridge to 750 feet upstream all to a depth of 38 feet; deepening the 25-foot channel from 750 feet upstream of the Hilton Railroad Bridge to the turning basin near the upstream limits of the project to 34 feet, along with widening of the channel from 200 to 250 feet; and widening the turning basin from 700 to 800 feet; mitigation to include acquiring, by fee title, 30 acres of upland and construction of an embayment and acquisition of about 700 acres of existing marsh and upland areas for preservation of habitat to offset losses of wetlands and primary nursery areas. The plan of improvement for the dredged material disposal facility consists of incrementally raising the dikes of three cells on Eagle Island confined disposal facility from their current elevations to 25,29,32,35,38 and 40 feet.

AUTHORIZATION: Water Resources Development Acts of 1986 and 1996, Rivers and Harbors Acts of 1945 and 1962 and the River and Harbor Act of 1960, as amended (Section 107).

REMAINING BENEFIT-REMAINING COST RATIO: 1.5 to 1 at 7-5/8 percent (deepening portion); N/A (DMDF Portion)

TOTAL BENEFIT-COST RATIO. 1.3 to 1 at 7-5/8 percent (deepening portion); N/A (DMDF Portion)

INITIAL BENEFIT - COST RATIO: 1.3 to 1 at 7-5/8 percent (deepening portion); N/A (DMDF Portion)

BASIS OF BENEFIT-COST RATIO: Benefits for the deepening portion are from the latest available evaluation contained in the feasibility report dated June 1996 at October 1995 price levels for the previous Cape Fear-Northeast Cape Fear River project, in the General Design Memorandum Supplement dated February 1994 at October 1993 price levels for the previous Wilmington Harbor-Northeast Cape Fear River project and in the feasibility report dated March 1994 at October 1992 price levels for the previous Wilmington Harbor Channel Widening project. Project feasibility for the DMDF portion is based on the original project authorization and the method of disposal of the dredged material is based on the least cost alternative as shown in the decision report approved 1 September 1998.

SUMMARIZED FINANCIAL DATA			ACCUM PCT OF EST FED COST	PHYSICAL STATUS (1 Jan 2001)	PERCENT COMPLETE	PHYSICAL COMPLETION SCHEDULE
Estimated Appropriation Requirement (COE)		$248,100,000		Deepening Portion	9	Being Determined
Estimated Appropriation Requirement (OFA)		1,678,000		Dredged Material Disposal Facility (DMDF) Portion	9	Being Determined
Estimated Total Appropriation Requirement		249,778,000		Entire Project	9	Being Determined
Future Non-Federal Reimbursement		27,000,000				
Estimated Federal Cost (Ultimate)		227,778,000				
Estimated Non-Federal Cost		154,622,000				
Cash Contributions	82,900,000					
Other Costs	44,722,000					
Reimbursements	27,000,000					
Navigation 27,000,000						
Total Estimated Project Cost		$377,400,000				
Allocations to 30 September 2000		24,644,000				
Conference Allowance for FY 2001		40,600,000				
Allocation for FY 2001		34,024,000	1/			
Allocations through FY 2001		58,668,000	24			
Allocation Requested for FY 2002		43,159,000	41			
Programmed Balance to Complete After FY 2002		146,273,000				
Unprogrammed Balance to Complete After FY 2002		0				

1/Reflects $6,496,000 reduction assigned as savings and slippage and $80,000 rescinded in accordance with the Consolidated Appropriations Act, 2001.

PHYSICAL DATA

Channels and Basins	Length	Width	Depth
Ocean Bar and Entrance Channel	8.5 miles	500 feet	44 feet
River Channel to mile 27.5	24.8 miles	400 feet	42 feet
Passing Lane	6.2 miles	200 feet	42 feet
Turns and Bends – widen five turns and bends by 100 to 200 feet providing a total average navigation channel width of 500 to 675 feet.			
Anchorage Basin	1600 feet	1,200 feet	42 feet
Fourth East Jetty	1.5 miles	500 feet	42 feet
Castle Street to NC 133 Bridge	1.7 miles	400 feet	38 feet
NC 133 Bridge to Hilton RR Bridge	0.5 miles	300 feet	38 feet
Hilton RR Bridge Upstream	750 feet	200 feet	38 feet
Turning Basin #1	750 feet	750 feet	38 feet
Channel from 750 feet upstream of Hilton RR Bridge to mile 30.5	1.3 miles	250 feet	34 feet
Turning Basin #2	550 feet	800 feet	34 feet

Mitigation - Acquire 30 acres of upland and construction of an embayment and acquisition of 700 acres to offset losses of wetlands and primary nursery area.

Incremental dike raising of cells 1,2, and 3 on Eagle Island to elevations 25,29,32,35, 38 and 40 feet.

JUSTIFICATION: The existing Wilmington Harbor project averaged 7,999,400 tons of waterborne commerce for the period 1995-1999. The recommended project would result in substantial savings ranging from $0.57 to $13.00 per ton in transportation and handling costs on certain commodities. The largest savings would be $13.00 per ton on liquefied gas followed by chrome ore at $6.88. The major commodities imported through the port are salt, chrome ore, fertilizer materials, basic chemicals, asphalt, alcohols and cement with major exports being tobacco, wood pulp and DMT fibers. It is estimated that each passing situation necessitates an average delay of approximately 25 minutes for each vessel in order to pass in the safest reaches of the river resulting in increased costs of vessel operation. Construction of the 6.2 mile passing lane will eliminate 85 percent of such delays and provide increased speeds in transit. Widening the five turns will result in an average savings of 15 minutes in vessel operating time for each transit of the river. The current 38-foot project could handle vessels in the 25,000 to 40,000 ton class while the 42-foot project could handle vessels in the 35,000 to 60,000 ton class. The current 32-foot channel can handle vessels in the 25,000 ton class while the recommended 38-foot channel will handle vessels in the 40,000 ton class. Recently completed investments in container facilities, regional highway improvements, airport facilities, and refrigerated warehouse storage will result in greater opportunities for growth. The Wilmington Harbor Ocean Dredged Material Disposal Site (ODMDS) is available for the lower reaches, an existing disposal site, Eagle Island is available for the middle reach and the State is acquiring a site at Point Peter from New Hanover County for the upper reach of the project. Eagle Island dikes are being raised to increase capacity for the middle reach. Since these dredging

JUSTIFICATION (continued):

costs would be incurred every year, they represent the equivalent average annual cost of this operation and can therefore be compared directly to the equivalent annual cost associated with the Eagle Island Dike plan. This comparison resulted in the dike raising being the least costly alternative. The recommended improvements are essential to the economic welfare of New Hanover County and the surrounding area. Average annual benefits are as follows:

Annual Benefits	Amount
Commercial Navigation	$34,102,000
Environmental Enhancement	(not quantified)
Total	$34,102,000

FISCAL YEAR 2002: The requested amount of $43,159,000 will be applied as follows:

Continue Channel Dredging Contracts for deepening portion	$39,359,000
Initiate Dike Raising Cell 1-4, to elevation 29 feet for DMDF portion	1,917,000
Complete Dike Raising Cells 1,2&3 Site Management for DMDF Portion	184,000
Planning, Engineering, and Design for deepening portion	100,000
Planning, Engineering, and Design for DMDF portion	273,000
Construction Management for deepening portion	1,200,000
Construction Management for DMDF portion	126,000
Total	$43,159,000

NON-FEDERAL COST: In accordance with the cost sharing and financing concepts reflected in the Water Resources Development Act of 1996, the non-Federal sponsor must comply with the requirements listed below:

Requirements of local Cooperation	Payments During Construction and Reimbursements	Annual Operation, Maintenance, Repair, Rehabilitation, and Replacement Costs
Separable Element (Deepening Portion):		
Provide lands, easements, rights of way, and dredged material disposal area lands.	$ 1,915,000	$6,000
Modify or relocate utilities, roads, bridges (except railroad bridges), and other facilities where necessary for the construction of the project.	19,595,000	
Pay 25 percent of the costs allocated to deep draft navigation during construction.	71,600,000	
Provide and maintain, at its own expense, the local service facilities necessary to realize the benefits of the general navigation features.	23,212,000	
Reimburse an additional 10 percent of the costs allocated to general navigation facilities within a period of 30 years following completion of construction, as partially reduced by a credit allowed for the value of lands, easements, rights of way, relocations and dredged material disposal areas.	27,000,000	
Total Non-Federal Costs	$143,322,000	$6,000
Separable Element (DMDF):		
Pay 25 percent of the cost of construction of the facilities	$ 11,300,000	
Reimburse an additional 10 percent of the costs of the facility within a period of 30 years following completion of construction	4,540,000	
Total Non-Federal Costs	$15,840,000	$0

The non-Federal sponsor has also agreed to make all required payments concurrently with project construction and reimburse its share of construction costs within a period of 30 years following completion of construction

STATUS OF LOCAL COOPERATION:

The State of North Carolina is the project sponsor. By letters dated 16 May 1996 and 24 April 1997 the State expressed support for the project and provided assurances of their intent to act as project sponsor and to sign a Project Cooperation Agreement (PCA) at the appropriate time. The State of North Carolina intends to seek appropriations from the General Assembly to fund its share of the project cost. The future reimbursement payment will be initiated in the year following completion of construction. The combined PCA was executed on 26 March 1999 for both elements. All work on the dredged material disposal facility prior to FY 00 was accomplished with advanced contributed funds under an agreement executed in July 1997. The future reimbursement for this element will be initiated in the year following the completion of the first dike raising.

COMPARISON OF FEDERAL COST ESTIMATES: The current Federal (Corps of Engineers) cost estimate of $248,100,000 is the same as the last estimate ($248,100,000) presented to Congress (FY 2001).

Item	Amount
Price Escalation on Construction Features	+$ 7,357,000
Post Contract Award and Other Estimating Adjustments	- 7,357,000
Total	$ 42,569,000

STATUS OF ENVIRONMENTAL IMPACT STATEMENT: The draft EIS for the deepening portion was filed with EPA in February 1996. The final EIS was filed with EPA in July 1996. 401 Certification was completed in October 1996. The final EIS for the DMDF portion was filed with EPA in July 1996. A Record of Decision was signed in December 1996. A Finding of No Significant Impact for design changes was signed in June 2000.

OTHER INFORMATION: Funds to initiate preconstruction engineering and design were appropriated in FY 1987. The Wilmington Harbor, NC - 96 Act, and Wilmington Harbor, NC (Dredged Material Disposal Facilities) projects were combined in October 1998 to form this project.

Wilmington Harbor, NC - 96 Act - Deepening Portion

SUMMARIZED FINANCIAL DATA FOR SEPARABLE ELEMENTS:

Estimated Appropriation Requirement (COE)			$214,000,000
Estimated Appropriation Requirement (OFA)			1,678,000
Estimated Total Appropriation Requirement			215,678,000
Estimated Federal Cost (Ultimate)			188,678,000
Estimated Non-Federal Cost			143,322,000
Cash Contributions		71,600,000	
Other Costs		44,722,000	
Reimbursements		27,000,000	
Navigation	27,000,000		
Total Estimated Project Cost			$332,000,000

REMAINING BENEFIT-REMAINING COST RATIO FOR PROGRAMMED SEPARABLE ELEMENTS: 1.5 to 1 at 7 5/8 percent.

TOTAL BENEFIT-COST RATIO FOR PROGRAMMED SEPARABLE ELEMENTS: 1.3 to 1 at 7 5/8 percent.

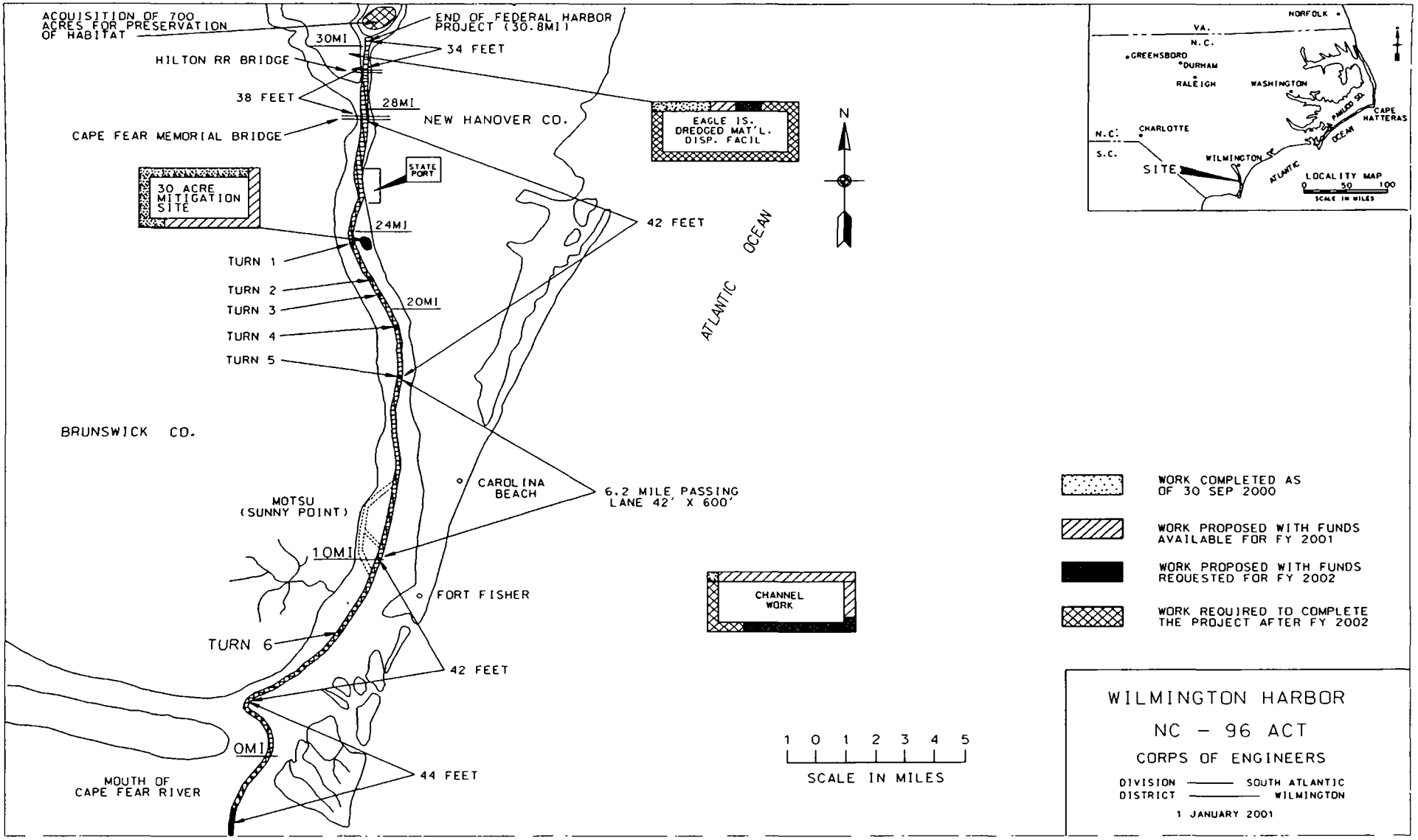
Wilmington Harbor, NC - Dredged Material Disposal Facilities Portion

SUMMARIZED FINANCIAL DATA FOR SEPARABLE ELEMENTS:

Estimated Total Appropriation Requirement			$34,100,000
Estimated Non-Federal Reimbursement			4,540,000
Estimated Federal Cost (Ultimate)			29,560,000
Estimated Non-Federal Cost			15,840,000
Cash Contributions		$11.300,000	
Other Costs		0	
Reimbursements		4,540,000	
Navigation	$4,540,000		
Total Estimated Project Cost			$45,400,000

REMAINING BENEFIT-REMAINING COST RATIO FOR PROGRAMMED SEPARABLE ELEMENTS: Not Applicable.

TOTAL BENEFIT-COST RATIO FOR PROGRAMMED SEPARABLE ELEMENTS: Not Applicable.


ACQUISITION OF 700 ACRES FOR PRESERVATION OF HABITAT
END OF FEDERAL HARBOR PROJECT (30.8MI)
30MI
34 FEET
HILTON RR BRIDGE
38 FEET
28MI
NEW HANOVER CO.
CAPE FEAR MEMORIAL BRIDGE
EAGLE IS. DREDGED MAT'L. DISP. FACIL
STATE PORT
30 ACRE MITIGATION SITE
24MI
42 FEET
TURN 1
TURN 2
TURN 3
20MI
TURN 4
TURN 5
ATLANTIC OCEAN
BRUNSWICK CO.
CAROLINA BEACH
6.2 MILE PASSING LANE 42' X 600'
MOTSU (SUNNY POINT)
10MI
FORT FISHER
CHANNEL WORK
TURN 6
42 FEET
0MI
MOUTH OF CAPE FEAR RIVER
44 FEET
N
1 0 1 2 3 4 5
SCALE IN MILES
NORFOLK
VA.
N.C.
GREENSBORO
DURHAM
RALEIGH
WASHINGTON
PAMLICO SD
CAPE HATTERAS
CHARLOTTE
OCEAN
S.C.
WILMINGTON
SITE
ATLANTIC
LOCALITY MAP
0 50 100
SCALE IN MILES
WORK COMPLETED AS OF 30 SEP 2000
WORK PROPOSED WITH FUNDS AVAILABLE FOR FY 2001
WORK PROPOSED WITH FUNDS REQUESTED FOR FY 2002
WORK REQUIRED TO COMPLETE THE PROJECT AFTER FY 2002
WILMINGTON HARBOR
NC - 96 ACT
CORPS OF ENGINEERS
DIVISION ——— SOUTH ATLANTIC
DISTRICT ——— WILMINGTON
1 JANUARY 2001

APPROPRIATION TITLE: Construction, General - Channels and Harbors (Navigation)

PROJECT: Charleston Harbor (Deepening/Widening), South Carolina (Continuing)

LOCATION: Charleston Harbor is located on the coast of South Carolina about 15 miles south of the midpoint of the coastline, 165 miles south of Wilmington Harbor, North Carolina and 105 miles north of Savannah Harbor, Georgia.

DESCRIPTION: The plan of improvement is to deepen the Entrance Channel from 42 ft deep by 1000 ft wide to 47 ft deep x 800 ft wide and the inner channels from 40 ft deep to 45 ft deep. Realign/widen various channels/reaches, construct a new turning basin on the Cooper River, construct a new contraction dike, reconstruct two existing contraction dikes and remove the third existing contraction dike. All work is programmed.

AUTHORIZATION: Water Resources Development Act of 1996

REMAINING BENEFIT - REMAINING COST RATIO: 3.4 to 1 at 7 5/8 percent.

TOTAL BENEFIT - COST RATIO: 1.8 to 1 at 7 5/8 percent.

INITIAL BENEFIT - COST RATIO: 2.08 to 1 at 7-5/8 percent (FY 1998).

BASIS OF BENEFIT - COST RATIO: Benefits are from the Feasibility Report completed in Feb 1996 at 1995 price levels.

SUMMARIZED FINANCIAL DATA		ACCUM PCT OF EST FED COST	STATUS (1 Jan 2001)	PERCENT COMPLETE	PHYSICAL COMPLETION SCHEDULE
Estimated Appropriation Requirement(COE)	98,444,000		Channels & Canals		
			Entrance Channel	75	Being determined
Estimated Appropriation Requirement (USCG)	95,000		Inner Channels	40	Being determined
			Turning Basin	0	Being determined
Estimated Total Appropriation Requirement	98,539,000		Contraction Dikes	99	Being determined
Future Non-Federal Reimbursement	13,106,000		Entire Project	60	Being determined
Estimated Federal Cost (Ultimate)	85,433,000				

SUMMARIZED FINANCIAL DATA (Continued)

				ACCUM PCT OF EST FED COST	STATUS (1 Jan 2001)	PERCENT COMPLETE	PHYSICAL COMPLETION SCHEDULE
Estimated Non-Federal Cost			53,267,000				
Cash Contributions		32,815,000					
Other Costs		7,346,000					
Reimbursements		13,106,000					
Deep Draft Navigation	13,106,000						
Total Estimated Project Cost			138,700,000				
Allocations to 30 September 2000			52,392,000				
Conference Allowance for FY 2001			16,227,000				
Allocation for FY 2001			20,374,000	1/			
Allocations through FY 2001			72,766,000	74			
Allocation Requested for 2002			6,365,000	80			
Programmed Balance to Complete after FY 2002			19,408,000				
Unprogrammed Balance to Complete after FY 2002			0				

1/ Reflects $2,596,000 reduction assigned as savings and slippage, $6,775,000 reprogrammed to the project, and $32,000 rescinded in accordance with the Consolidated Appropriations Act, 2001.

PHYSICAL DATA

Entrance Channel - Deepen from 42 ft deep and 1000 ft wide to 47 ft and 800 ft wide for a distance of 16.3 miles. The remaining 200 ft width of the authorized channel will be maintained at 42 ft.

Inner Channels
- Harbor and Wando Channel - Deepen from 40 ft to 45 ft.
- Shipyard River Entrance Channel and Basin A - Deepen from 38 ft. to 45 ft.
- Shutes/Folly Reach - Realign
- Daniel Island Reach - Widen from continuous 600 ft to varying 600-875 ft.
- Upper Town Creek Channel - Decrease from 40 ft deep by 500 ft wide channel to 16 ft deep by 250 ft wide.

Turning Basin - Dredge a 45 ft deep turning basin 1400 ft x 1400 ft for the new Daniel Island Terminal.

Contraction Dikes - Construct a new contraction dike, reconstruct two existing dikes, and remove the third existing dike.

Disposal of approximately 37.9 million cubic yards of new material will be placed into either existing upland dredged material disposal sites or offshore disposal site. A significant diking effort will be required at the Clouter Creek upland disposal area

JUSTIFICATION: Charleston Harbor is the largest port in South Carolina and ranks first among container cargo ports on the Southeast and Gulf coasts, handling approximately 50 percent of all container tonnage among competing ports. The commerce in Charleston Harbor increased from 6,850,000 tons in 1982 to an estimated 11,200,000 tons in 1999. Container volume increased from 835,000 TEU in 1994 to 1,570,000 TEU in 2000. Shipments of containerized cargo have increased about 25 percent from the 1992 traffic base used in the feasibility report and currently exceed the projected traffic levels used in that analysis. Containerized cargo consists of textiles, chemical products, machinery, specialized clays, food products, frozen meats, plastic, and paper products. Charleston Harbor also has a significant amount of coal and petroleum products traffic. Petroleum products, chemicals, bauxite and non-ferrous ores are the major import commodities for Charleston Harbor. The largest ship that stops in Charleston is about 1,045 feet long and 137 feet wide with design drafts up to 47.5 ft and the bulk carriers have design drafts up to 49 ft. The Port's major customers, the shipping lines, are planning container ships as long as 1,100 feet and as wide as 150 feet and have already placed orders for 41 mega-container ships. Existing channel depths, widths, and alignments constrain the ability of vessels to utilize the port to their design capacity, increase transit time due to limited ability to pass except at designated locations, and/or present hazardous conditions. Vessels with deeper draft will be able to take advantage of a deeper channel and reduce transportation costs from tidal delays. Additional transportation savings will result from improved passing areas and alignments. Dredged material will be placed into either existing upland dredged material disposal sites or an offshore disposal site. Three upland disposal sites currently serve Charleston Harbor.

Average annual benefits are as follows:

Annual Benefits	Amount
Deep Draft Navigation	21,634,000
Total	21,634,000

FISCAL YEAR 2002: The request amount will be applied as follows:

Initiate construction on Upper Harbor	2,646,000
Complete construction on Lower Harbor	2,129,000
Diking	1,100,000
Engineering and Design	90,000
Construction Management	400,000
Total	$6,365,000

NON-FEDERAL COST: In accordance with the cost sharing and financing concepts reflected in the Water Resources Development Act of 1986, the non-Federal sponsor must comply with the requirements listed below:

Requirements of Local Cooperation	Payments During Construction and Reimbursements	Annual Operation, Maintenance, Repair, Rehabilitation, and Replacement Costs
Provide lands, easements, rights of way, and borrow and excavated or dredged material disposal areas, after reductions for such credit have been made in the required cash payments.	20,000	
Provide and maintain, at its own expense, the local service facilities. All berthing areas will be maintained at the project depth of 45 ft at all commercial terminals, piers, and docks.	7,326,000	
Pay 25 percent of the costs allocated to general navigation facilities during construction.	32,815,000	
Reimburse an additional 10 percent of the costs of general navigation features allocated to commercial navigation within a period of 30 years following completion of construction, as partially reduced by a credit allowed for the value of lands, easements, rights of way, and relocations, provided for commercial navigation.	13,106,000	
Total Non-Federal Costs	$53,267,000	

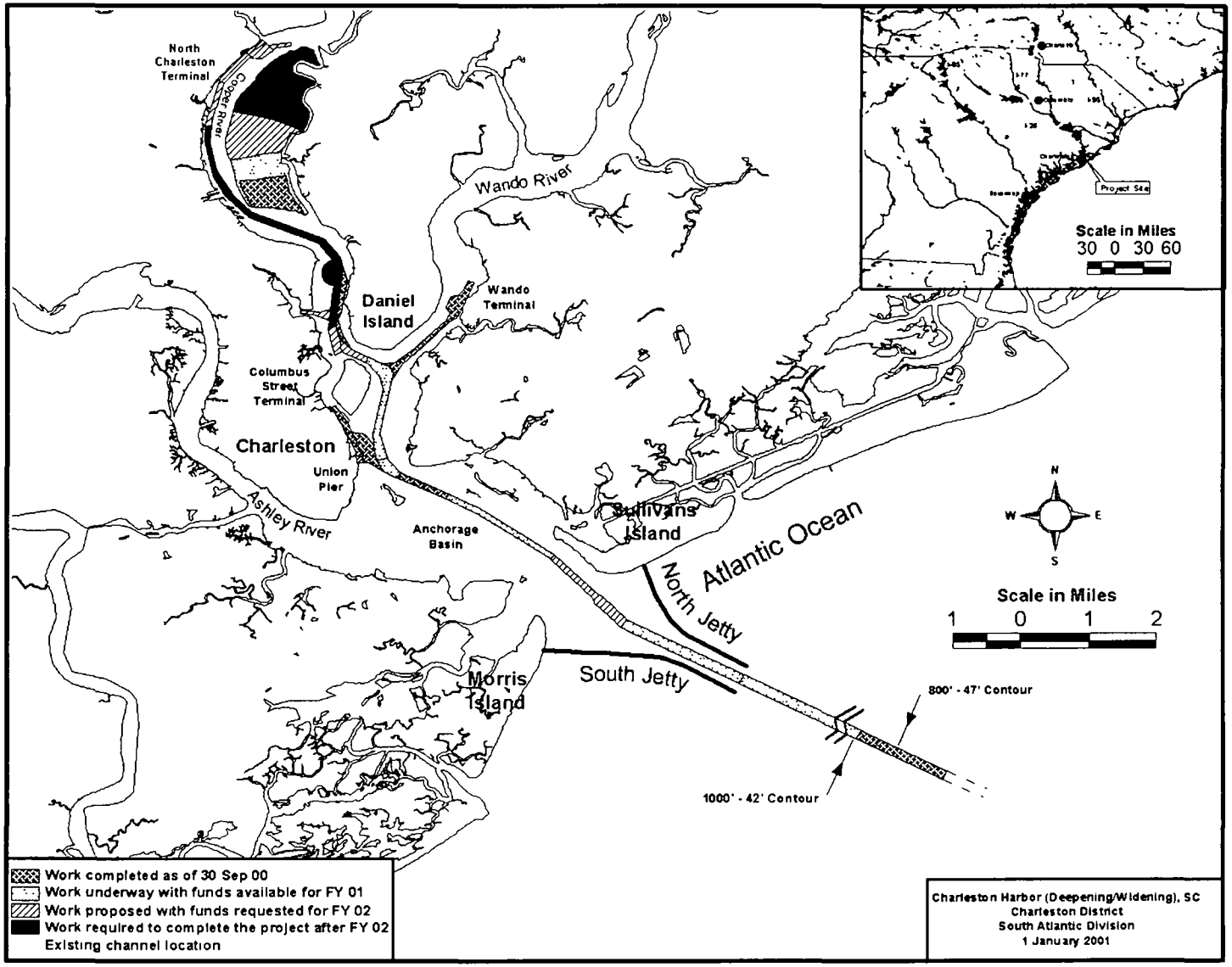
The non-Federal sponsors have also agreed to make all required payments concurrently with project construction and reimburse its share of construction costs within a period of 30 yrs following completion of construction.

STATUS OF LOCAL COOPERATION: The South Carolina State Ports Authority (SPA) is the non-Federal partner. The Project Cooperation Agreement was executed on 5 June 1998. Their financial plan has been reviewed and found to be in compliance with requirements for ensuring that the non-Federal partner has a reasonable and implementable plan for meeting its financial commitment. Their plan is to fund their share of project costs from the South Carolina Le gislature. In the event such funds are not available from the South Carolina Legislature, the SPA is prepared to fund their portion of the project construction cost by an accumulation of cash before and during construction plus the sale, if required, of Revenue Bonds. SPA is a state agency that generates revenues through assessment of port fees to shipping firms that use their facilities. The SPA has a positive cash flow and exercises sound management practices.

COMPARISON OF FEDERAL COST ESTIMATES: The current Federal cost estimate of $98,539,000 remains the same amount that was last presented to Congress (FY 2001).

STATUS OF ENVIRONMENTAL IMPACT STATEMENT: The proposed action does not constitute a major Federal action significantly affecting the quality of the human environment, therefore, the preparation of an EIS is not required. The Assessment (EA) and Findings of No Significant Impact (FONSI) were signed by the District Engineer on 8 March 1996.

OTHER INFORMATION: Funds to initiate preconstruction engineering and design were appropriated in FY 1997 and funds to initiate construction were appropriated in FY 1998.


North Charleston Terminal
Cooper River
Wando River
Daniel Island
Wando Terminal
Columbus Street Terminal
Charleston
Union Pier
Ashley River
Anchorage Basin
Sullivans Island
Atlantic Ocean
North Jetty
South Jetty
Morris Island
800' - 47' Contour
1000' - 42' Contour
Project Site
Scale in Miles
30 0 30 60
N
W
E
S
Scale in Miles
1 0 1 2
Work completed as of 30 Sep 00
Work underway with funds available for FY 01
Work proposed with funds requested for FY 02
Work required to complete the project after FY 02
Existing channel location
Charleston Harbor (Deepening/Widening), SC
Charleston District
South Atlantic Division
1 January 2001

APPROPRIATION TITLE: Construction, General - Beach Erosion Control

PROJECT: Brevard County Shore Protection Project (Continuing)

LOCATION: Brevard County is located on the east coast of Florida at the approximate midpoint of the peninsula. The project area is comprised of the 24 miles of Brevard County Atlantic ocean shoreline.

DESCRIPTION: The plan of improvement for the Brevard County beaches consist of restoration of 9.4 miles of shoreline for the north reach and 3.4 miles for the south reach. The north reach would extend from the south jetty at Canaveral Harbor to the northern limit of Patrick Air Force Base (PAFB), and the south reach would extend from FDEP monument R-119 to the Spessard Holland Park. This section was originally 10.5 miles long, but 7.1 miles were excluded because of nearshore hardgrounds. Also, 4.5 miles of PAFB shoreline has been excluded upon their request.
The design berm elevation is +10.0 feet (ft) mean low water (MLW) extending from the shoreward intersection of the existing profile seaward to the location of the pre-project mean high water (MHW) shoreline. At the location of the MHW shoreline, the design template slopes 1 vertical (V) to 15 horizontal (H) seaward to the location of MLW thence 1 V to 50 H out to the intersection with the existing profile.

AUTHORIZATION: Water Resources Development Act of 1996.

REMAINING BENEFIT-REMAINING COST RATIO: 1.9 to 1.0 at 6 7/8 percent

TOTAL BENEFIT-COST RATIO: 1.9 to 1.0 at 6 7/8 percent

BASIS OF BENEFIT-COST RATIO: Benefits are from the economic analysis performed for the September 1996 Final Feasibility Report and Environmental Impact Statement, updated at October 1997 price levels.

SUMMARIZED FINANCIAL DATA				ACCUM PCT OF EST FED COST	STATUS (1 Jan 2001)	PCT CMPL	PHYSICAL COMPLETION SCHEDULE
Estimated Federal Cost			92,000,000		Beach Replenishment		
Initial Construction		24,802,000			Initial Fill	0	May 2002
Periodic Nourishment		67,198,000			Periodic Nourishment	0	Being determined
Estimated Non-Federal Cost			139,000,000		Entire Project	0	Being determined
Initial Construction		14,334,000					
Cash Contribution	13,947,000						
Other Costs	387,000						
Periodic Nourishment		124,666,000					
Cash Contributions	124,666,000						
Other Costs	0						
Total Estimated Project Cost			231,000,000				
Initial Construction		39,136,000					
Periodic Nourishment		191,864,000					
Allocations to 30 September 2000			1,868,000				
Conference Allowance for FY 2001			6,000,000				
Allocation for FY 2001			15,770,000	1/			
Allocations through FY 2001			17,638,000	19%			
Allocation Requested for 2002			200,000	2/ 19%			
Programmed Balance to Complete after FY 2002			74,162,000	2/			
Unprogrammed Balance to Complete after FY 2002			0				

1/ Reflects $960,000 reduction assigned as savings and slippage,$10,742,000 reprogrammed to the project, and $12,000 rescinded in accordance with the Consolidated Appropriations Act, 2001.
2/ Reflects 65% non-Federal cost share.

PHYSICAL DATA

Initial Beach Fill	4,145,000 cubic yards
Future Periodic Nourishment	1,117,000 cubic yards every 6 years

JUSTIFICATION: The primary purpose of the Brevard County Shore Protection Project would be reduction of storm damage to upland development. The project for the north reach would provide protection to over $457,000,000 in private and commercial upland development, as well as infrastructure such as roads and utilities. About $2.7 million (less than 1.0% of inventory) of annual damages are predicted to occur in the north reach under future without project conditions. The value includes the cost of damage to upland development, coastal armor, backfill, and the value of land lost. Incidental recreation benefits of $984,000 are also claimed for the selected plan. The average annual equivalent benefit of the selected plan for the north reach will be $3,132,000. The project for the south reach would provide protection to approximately $77,000,000 in private and commercial upland development, as well as infrastructure such as roads and utilities. About $15 million (approximately 8.3% of inventory) worth of annual damages are predicted to occur in the south reach under future without project conditions. The value includes the cost of damage to upland development, coastal armor, backfill, and the value of land lost for the entire 3.4-mile south reach of the project. Storm damage benefits of $3,179,000 and incidental recreation benefits of $122,000 are claimed for the 3.4-mile modified south reach. The average annual equivalent benefit for the modified south reach is $3,301,000.

Annual Benefits	Amount
Storm Damage Prevention	5,327,000
Recreation Benefits	1,106,000
Total	6,433,000

FISCAL YEAR 2002: The requested amount will be applied as follows:

Construction management for South Reach	200,000
Total	200,000

NON-FEDERAL COST: In accordance with the cost-sharing and financing concepts reflected in the authorizing legislation, the non-Federal sponsor must comply with the requirements listed below.

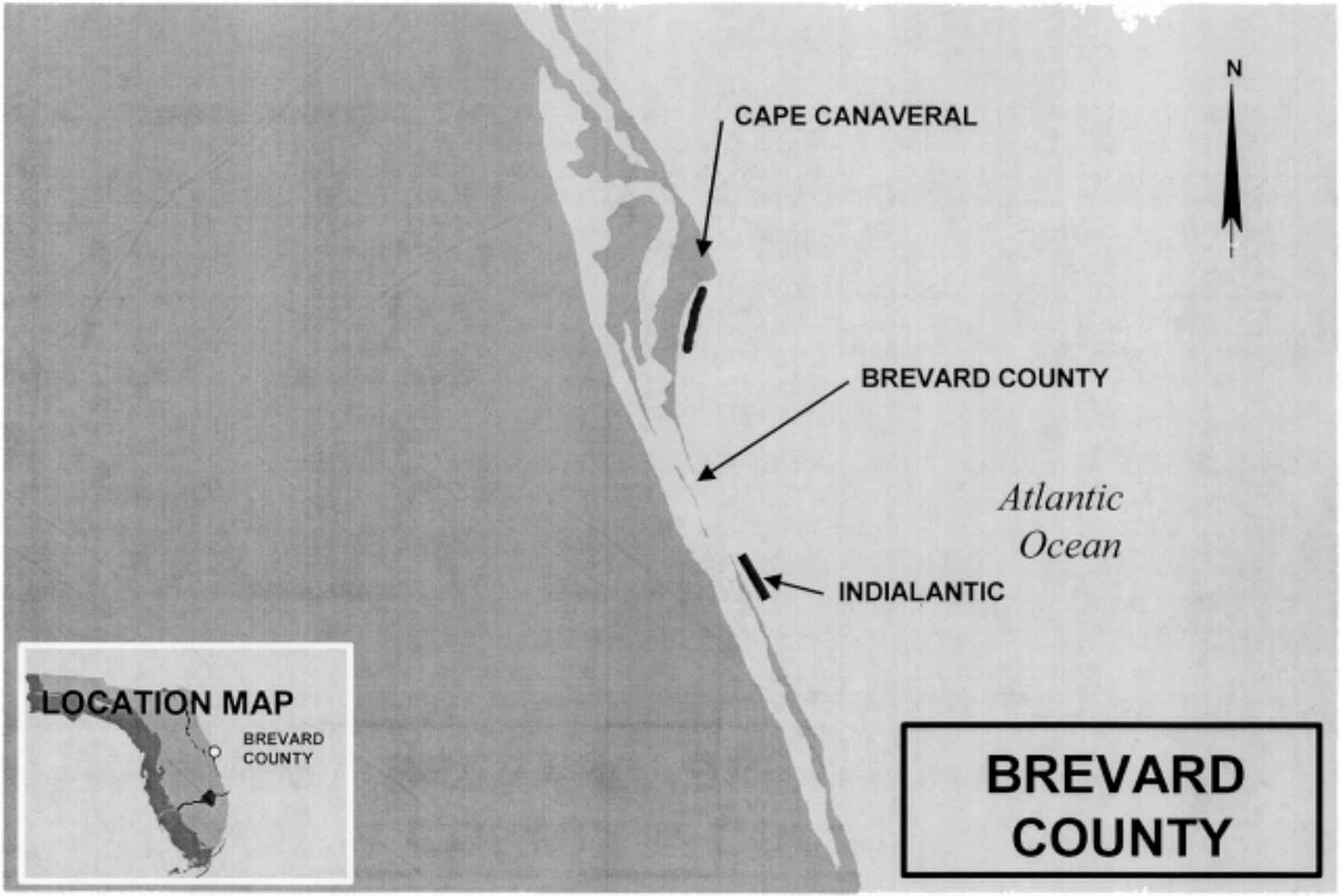
Requirements of Local Cooperation	Payments During Construction and Reimbursements	Annual Operation, Maintenance, Repair, Rehabilitation, and Replacement Costs
Provide lands, easements, right-of-ways, and relocations	387,000	
Pay 35 percent of costs allocated to initial fill North Reach	7,409,000	
Pay 35 percent of costs allocated to initial fill South Reach	6,538,000	
Pay 65% of the separable costs for FY 02 and beyond, allocated to recreation, including periodic nourishment, and bear al costs of operation, maintenance, repair, rehabilitation, and replacement of breakwater features.	124,666,000	
Total	139,000,000	

STATUS OF LOCAL COOPERATION: The Brevard County Board of County Commissioners is the local sponsor. The Project Cooperation Agreement (PCA) for the project is scheduled for execution in December 1999. A PCA amendment will be executed to revise the local cooperation requirements in accordance with changed cost sharing requirements for periodic nourishment (35% Federal, 65% non-Federal) before the FY 02 periodic nourishment is performed. The current non-Federal cost estimate of $139,000,000, is an increase of $44,600,000 from the non-Federal cost estimate of $94,400,000 based on changes in projected rates of inflation, reanalysis of requirements to reflect current and projected levels of expenditures and the cost share increase from 50% to 65%.

COMPARISON OF FEDERAL COST ESTIMATES: The current Federal (Corps of Engineers) cost estimate is $179,900,000 which is the initial cost to Congress.

STATUS OF ENVIRONMENTAL IMPACT STATEMENT: The Final EIS was filed with the feasibility report on September 1996. Approximately 32 acres of nearshore rock outcrops composed of lithified coquina limestone and scattered patches of sabellariid worm rock exist along the northern two thirds of the south reach. The project plan for the south reach has been modified to avoid impacts to the hardgrounds.

OTHER INFORMATION: Coordination for execution of the Preconstruction Engineering and Design (PED) agreement is ongoing. The PED stage will entail any remaining design work required and the preparation of plans and specifications for award of the construction contract for the project. The PED phase is scheduled to be completed by September 1998.



Division: South Atlantic

District: Jacksonville

Brevard County, FL

3 April 2001

APPROPRIATION TITLE: Construction, General - Beach Erosion Control

PROJECT: Broward County Shore Protection Project - Continuing

LOCATION: Broward County is located on the lower Atlantic Coast of Florida, 30 miles north of Miami.

DESCRIPTION: The plan of improvement for the Broward County beaches consists of initial beach fill and periodic nourishment along three segments. Segment I, along 4 miles of shorefront from the Broward/Palm Beach County line to Hillsboro Inlet, has not been constructed. Segment II, consisting of 11.5 miles of shorefront between Hillsboro Inlet and Port Everglades, was initially constructed at Pompano Beach in 1970 and Lauderdale by the Sea in 1984. Segment III consists of about 8 miles of shorefront south of Port Everglades to the south county line. Along Segment III, 1.6 miles at J. U. Lloyd State Park were initially constructed in 1978, and renourished in 1990, and 5.2 miles were initially constructed in 1980 and renourished in 1991. All construction to date was completed by the sponsor, Broward County.

AUTHORIZATION: River and Harbor Act of 1965, Section 934 of WRDA 1986, and Section 506 (a) of WRDA 1996. The initial authorization allows for construction by the non-Federal project sponsor with subsequent reimbursement of Federal costs.

REMAINING BENEFIT-REMAINING COST RATIO: 9.2 to 1.0 at 7-5/8 percent

TOTAL BENEFIT-COST RATIO: 3/7 to 1.0 at 7-5/8 percent

BASIS OF BENEFIT-COST RATIO: Feasibility Report (October 1996) – Coast of Florida Erosion and Storm Effects Study.

INITIAL BENEFIT-COST RATIO: 3.0 at 2-7/8 percent (COE Report 1963)

SUMMARIZED FINANCIAL DATA				ACCUM PCT OF EST FED COST	STATUS (1 Jan 2001)	PCT CMPL	PHYSICAL COMPLETION SCHEDULE
Estimated Federal Cost			67,400,000		Beach Replenishment		
Initial Construction		9,876,000			Initial Fill	0	
Periodic Nourishment		57,524,000			Segment I	0	Being Determined
Estimated Non-Federal Cost			101,600,000		Segment II		
Initial Construction		8,233,000			Pompano Beach	100	1970
Cash Contribution	8,233,000				Lauderdale By The Sea	100	1984
Other Costs	0				Segment III		
Periodic Nourishment		93,367,000			J. U. Lloyd	100	1978
Cash Contributions	93,367,000				Hollywood-Hallandale	100	1980
Other Costs	0				Periodic Nourishment		
Total Estimated Project Cost			169,000,000		Segment I	0	Being Determined
Initial Construction		18,109,000			Segment II	60	Being Determined
Periodic Nourishment		150,891,000			Segment III	40	Being Determined
Allocations to 30 September 2000			19,917,000		Entire Project	35	Being Determined
Conference Allowance for FY 2001			0				
Allocation for FY 2001			500,000	1/			
Allocations through FY 2001			20,417,000	23%			
Allocation Requested for 2002			200,000	2/ 23%			
Programmed Balance to Complete after FY 2002			41,834,000	2/			
Unprogrammed Balance to Complete after FY 2002			4,949,000				

1/ Reflects $500,000 reprogrammed to the project.
2/ Reflects 65% non-Federal cost share.

PHYSICAL DATA

Initial Beach Fill
Future Periodic Nourishment

JUSTIFICATION: The project for initial beach fill and periodic nourishment is needed to provide protection to upland development. Prior to initial construction, shorefront structures were susceptible to being undermined and recession of the shoreline was causing the loss of valuable property The project area is affected by tropical storms of hurricane intensity, with a return interval of once every 2.9 years, and northeasters. The constructed segments of the project provide storm reduction benefits and provide mitigation for loss of land. Recreation benefits also are provided by the added width of the beach that is provided by the project.

Annual Benefits (Seg I)*	Amount
Storm Damage Reduction	8,157,100
Recreation Benefits	62,000
Subtotal	8,219,100

Annual Benefits (Seg II)**	Amount
Storm Damage Reduction	9,784,000
Recreation Benefits	632,000
Subtotal	10,416,000

Annual Benefits (Seg III)***	Amount
Storm Damage Reduction	2,447,000
Recreation Benefits	1,082,000
Subtotal	3,529,000
Total	22,164,100

* Source: Coast of Florida Erosion and Storm Effects Feasibility Report (October 1996)
** Source: Approved Section 934 Report (April 1994)
*** Source: Approved Section 934 Report (April 1991)

FISCAL YEAR 2002: The requested amount will be applied as follows:

Planning, engineering, and design for Segments I, II, and III	200,000
Total	200,000

NON-FEDERAL COST: In accordance with the cost-sharing and financing concepts reflected in the authorizing legislation, the non-Federal sponsor must comply with the requirements listed below.

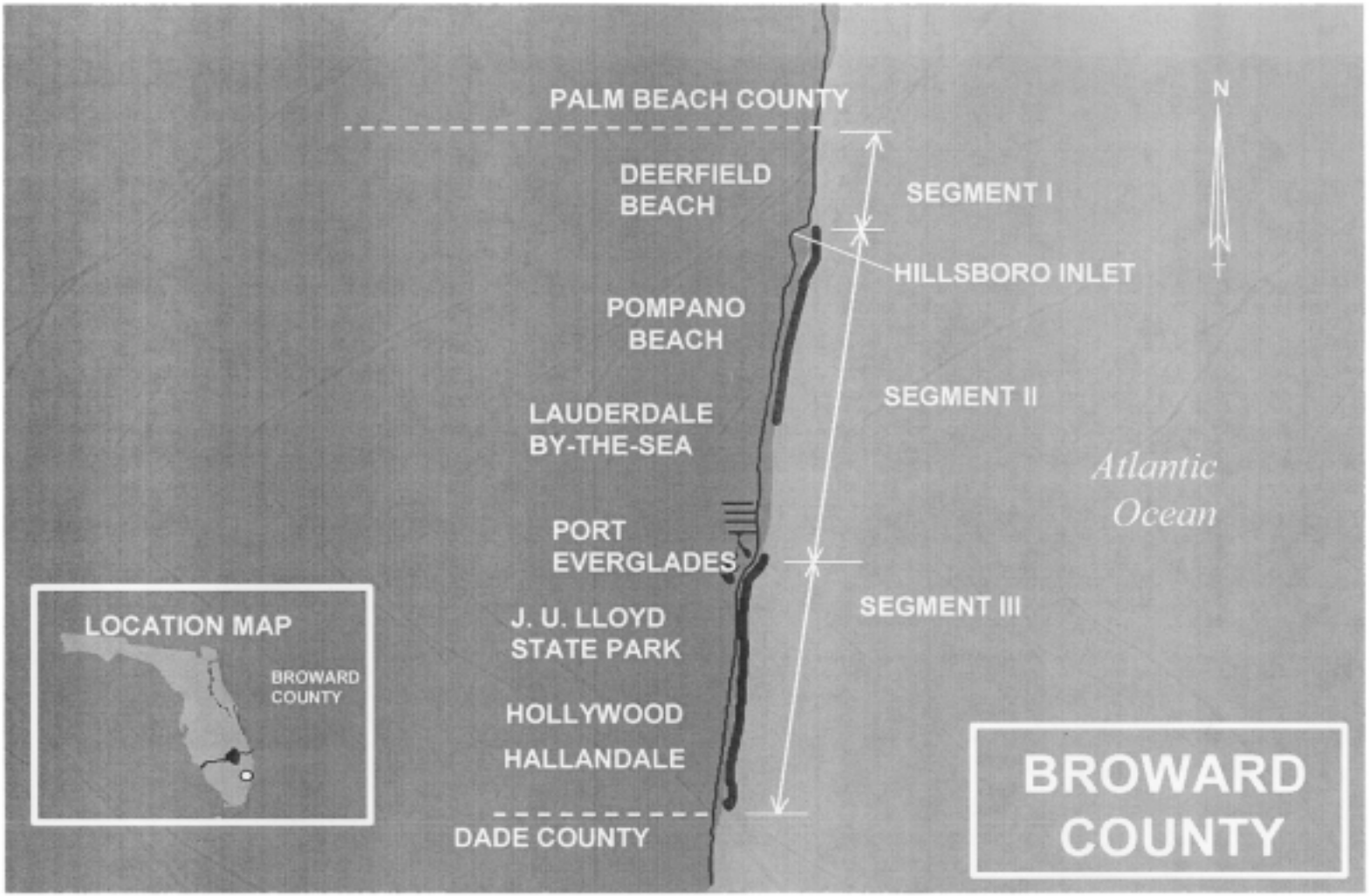
Requirements of Local Cooperation	Payments During Construction and Reimbursements	Annual Operation, Maintenance, Repair, Rehabilitation, and Replacement Costs
Provide lands, easements, right-of-ways, and relocations		County's estimate:
Pay 30.00 percent of costs allocated J. U. Lloyd State Park (Seg III)	8,233,000	$100,000/year for
Pay 56.20 percent of costs allocated to Hollywood-Hallandale (Seg III)		this project
		(Segments II and
Pay 65% of the separable costs for FY 02 and beyond, allocated to recreation, including periodic nourishment, and bear all costs of operation, maintenance, repair, rehabilitation, and replacement of breakwater features.	93,367,000	III only.)
Total	101,600,000	

STATUS OF LOCAL COOPERATION: Broward County is the sponsor for Segments II and III and has constructed all of the initial beach fill and periodic renourishments to date. The City of Deerfield Beach has recently indicated a desire to act as the project sponsor for initial construction of Segment I. A PCA amendment will be executed to revise the local cooperation requirements in accordance with changed cost sharing requirements for periodic nourishment (35% Federal , 65% non-Federal) before the FY 02 periodic nourishment is performed. The current non-Federal cost estimate of $$101,600,000, is an increase of $22,800,000 from the non-Federal cost estimate of $78,800,000 based on changes in projected rates of inflation, reanalysis of requirements to reflect current and projected levels of expenditures and the cost share increase from 50% to 65%.

COMPARISON OF FEDERAL COST ESTIMATES: The current Federal (Corps) cost estimate is $67,400,000 which is the initial estimate submitted to Congress.

STATUS OF ENVIRONMENTAL IMPACT STATEMENT: Broward County, the project sponsor, is currently preparing an EIS to accompany the GRR for future renourishment of Segments II and III. The draft EIS is anticipated to be ready for public review in July 2001. The EIS for the Coast of Florida feasibility report (including the Broward County shorefront) was filed in the Federal Register on 15 November 1996. Environmental Assessments were completed for renourishment of Pompano Beach in 1983, J. U. Lloyd State Park in 1989, and Hollywood-Hallandale in 1991.

OTHER INFORMATION: A Congressional Add in FY 98 provided $100,000 and a Congressional Add in FY 99 provided $1,500,000 for E&D for the upcoming renourishment of Segments II and III. The sponsor, Broward County, is preparing a General Reevaluation Report (GRR) and P&S for this renourishment. The GRR is needed to support the execution of a Project Cooperation Agreement to extend Federal cost sharing based upon WRDA 1996, Sec 506(a). Federal participation in cost sharing was limited to 1990 under the prior cost sharing agreement.


PALM BEACH COUNTY
DEERFIELD BEACH
POMPANO BEACH
LAUDERDALE BY-THE-SEA
PORT EVERGLADES
J. U. LLOYD STATE PARK
HOLLYWOOD
HALLANDALE
DADE COUNTY
SEGMENT I
SEGMENT II
SEGMENT III
HILLSBORO INLET
N
Atlantic Ocean
LOCATION MAP
BROWARD COUNTY
BROWARD COUNTY

APPROPRIATION TITLE: Construction, General - Local Protection (Flood Control)

PROJECT: Dade County, Florida (Continuing)

LOCATION: Dade County is on the southeast coast of Florida. The project area consists of 9.3 miles of the Atlantic shoreline of the county from Government Cut north to Bakers Haulover Inlet, 1.2 miles at Haulover Beach Park, and the section of beach along 2.5 miles north of Haulover Beach Park at Sunny Isles.

DESCRIPTION: The project provides for a protective and recreational beach with a dune for beach erosion control and hurricane protection along 9.3 miles and a protective and recreational beach along 3.7 miles. The berm width is 50 feet at elevation +9.0 feet MLW for 10.5 miles and 20 feet wide at +9.0 feet MLW for 2.5 miles.

AUTHORIZATION: Flood Control Act of 1968, Water Resources Development Act of 1974, Supplemental Appropriations Act of 1985, and Water Resources Development Act of 1986.

REMAINING BENEFIT-REMAINING COST RATIO: Not applicable because initial construction has been completed.

TOTAL BENEFIT-COST RATIO: 2.6 to 1 at 3-1/4 percent.

INITIAL BENEFIT-COST RATIO: 5.1 to 1 at 3-1/4 percent (FY 1965).

BASIS OF BENEFIT-COST RATIO: Initial benefits are from the June 1965 Dade County Report at October 1964 price levels. Total benefits are from the April 1985 Dade County, North of Haulover Beach Park, Design Memorandum at October 1984 price levels.

SUMMARIZED FINANCIAL DATA				ACCUM PCT OF EST FED COST	STATUS (1 Jan 2001)	PCT CMPL	PHYSICAL COMPLETION SCHEDULE
Estimated Federal Cost			143,200,000		Breakwaters and Seawalls		
Initial Construction		47,309,000			Jetty Extension	100	Aug 1976
Periodic nourishment		95,891,000			Upgrading N. Jetty at Government Cut	100	Nov 1983
Estimated Non-Federal Cost			204,700,000		Jetty Rehabilitation at		
Initial Construction		40,647,000			Haulover Inlet	100	Nov 1986
Cash Contributions	38,808,000				Beach Replenishment		
Other Costs	1,839,000				Initial Fill	100	Aug 1989
Periodic Nourishment		164,053,000			Periodic Nourishment		
Cash Contributions	164,053,000				Sunny Isles (Portion)	0	Being Determined
Other Costs	0				Dade County(Remainder)	10	Being Determined
Total Estimated Project Cost			347,900,000		Entire Project	40	Being Determined
Initial Construction		87,956,000					
Periodic Nourishment		259,944,000					

Allocations to 30 September 2000	64,408,000		
Conference Allowance for FY 2001	8,000,000		
Allocation for FY 2001	6,204,000	1/	
Allocations through FY 2001	70,612,000		39%
Allocation Requested for 2002	8,000,000	2/	55%
Programmed Balance to Complete after FY 2002	64,588,000	2/	
Unprogrammed Balance to Complete after FY 2002	0		

1/ Reflects $1,280,000 reduction assigned as savings and slippage; $500,000 reprogrammed from the project; $16,000 rescinded in accordance with the Consolidated Appropriations Act, 2001.
2/ Reflects 65% non-Federal cost share.

PHYSICAL DATA

Jetty Extension		
Initial Beach Fill	15,597,000	Cy
Advance Nourishment	450,000	Cy
Periodic Nourishment	3,540,000	Cy/10 years

JUSTIFICATION: The Dade County shore, occupied by Miami Beach and a number of smaller communities, is highly developed and probably represents the most densely concentrated resort area in the world. The area is heavily visited by tourists throughout the year. The estimated current attendance for the project shore exceeds 15 million annually. Prior to the initial beach fill, recession of the shore caused loss of valuable beaches and property and placed seawalls and other structures under direct wave attack. At a number of locations, erosion undermined or threatened to undermine shorefront structures. Dade County lies in a zone of relatively high hurricane frequency, and many of the most intense hurricanes of record have passed over or near the area. Storm surge and waves generated in the ocean and in Biscayne Bay by past hurricanes have caused major tidal flooding in the project area. A severe hurricane crossing the area on a critical path could cause a major flood disaster. The September 1926 hurricane devastated Miami and took 100 lives. Hurricane Andrew impacted the shorefront in Dade County in August 1992. The project prevented an estimated $20 million in damages to shorefront development, with a loss of only 2 percent of the beach fill. The beach fill loss due to Hurricane Andrew was restored under the authority of PL 84-99 during the overall renourishment of the project during FY97 and FY99. The beaches of Dade County are of prime importance as tourist attractions. It is essential to the economy of the area that the beaches be maintained and preserved. Average annual benefits are as follows:

Annual Benefits	Amount
Beach Erosion Control	3,795,000
Recreation	22,181,000
Storm Damage Prevention	1,879,000
Land Enhancement	125,000
Total	27,980,000

FISCAL YEAR 2002: The requested amount will be applied as follows:

Renourishment Contract for N. Miami Beach (Test Beach)	899,000
Renourishment Contract/Observer for Sunny Isle Mod (Crt 4)	6,298,000
Renourishment Contract for Haulover Beach Park (Crt 3)	500,000
Construction Management	179,000
E&D and Monitoring	124,000
Total	8,000,000

NON-FEDERAL COST: In accordance with the cost-sharing and financing concepts reflected in the authorizing legislation, the non-Federal sponsor must comply with the requirements listed below.

Requirements of Local Cooperation	Payments During Construction and Reimbursements	Annual Operation, Maintenance, Repair, Rehabilitation, and Replacement Costs
Provide lands, easements, and rights-of-way	1,839,000	
Pay 65% of the separable costs for FY 02 and beyond, allocated to recreation, including periodic nourishment, and bear all costs of operation, maintenance, repair, rehabilitation, and replacement of breakwater features.	202,861,000	
Total Non-Federal Cost	204,700,000	0

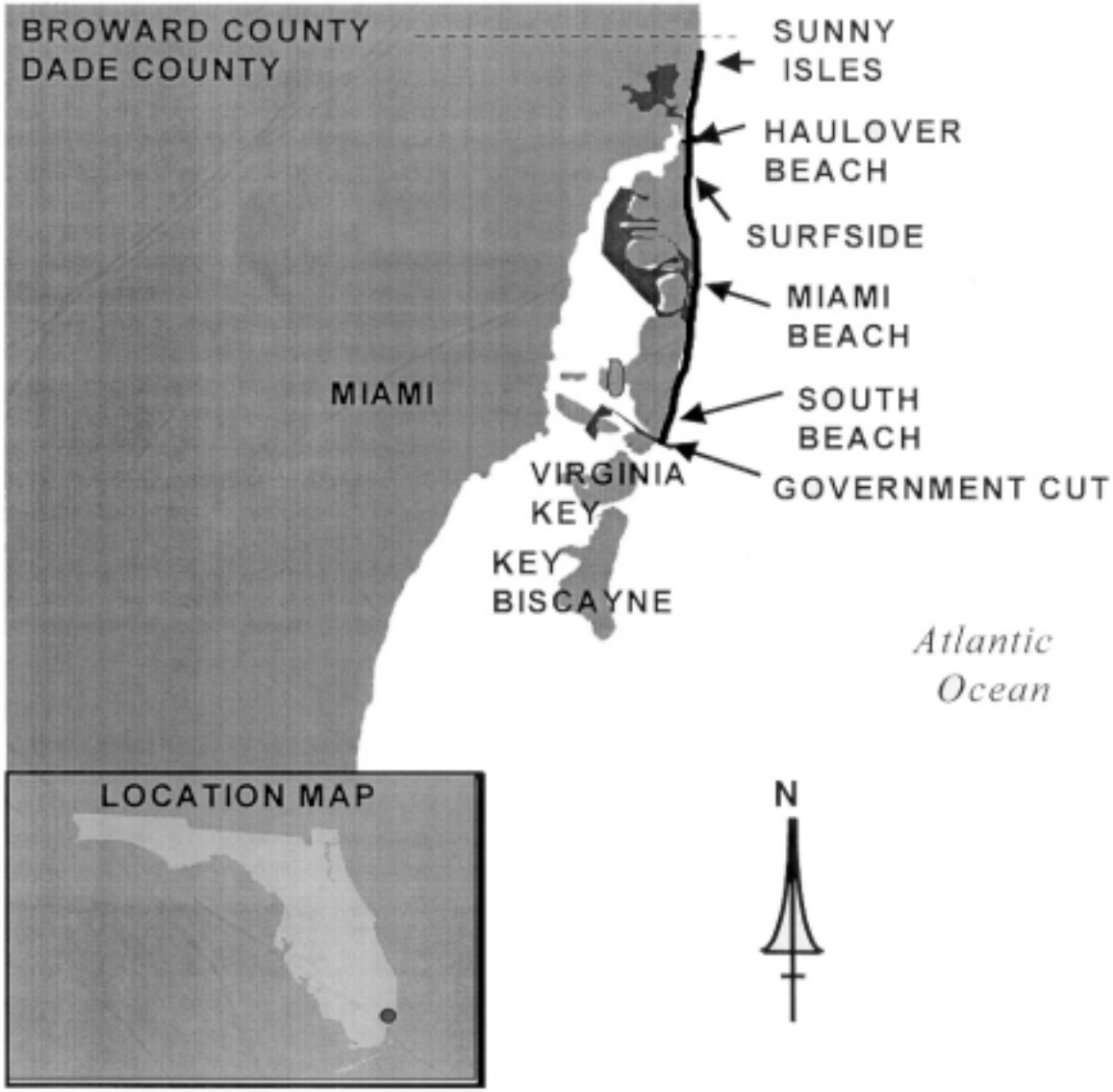
STATUS OF LOCAL COOPERATION: The Dade County Board of County Commissioners, Miami, Florida, is the local sponsor. A Local Cooperation Agreement pursuant to Section 221 of the River and Harbor and Flood Control Act of 1970 (PL 91-611) was accepted by the Secretary of the Army on 16 January 1973. A supplemental agreement for reimbursement to the local sponsor for the Bal Harbour portion was approved on 30 June 1976. An agreement for the section north of Haulover Beach Park was signed on 20 June 1986. An LCA amendment will be executed to revise the local cooperation requirements in accordance with changed cost sharing requirements for periodic nourishment (35% Federal, 65% non-Federal) before the FY 02 periodic nourishment is performed. The current non-Federal cost estimate of $204,700,000 is an increase of $39,200,000 from the non-Federal cost estimate of $165,500,000 based on changes in projected rates of inflation, reanalysis of requirements to reflect current and projected levels of expenditures and the cost share increase from 50% to 65%.

COMPARISON OF FEDERAL COST ESTIMATES: The current Federal (Corps) cost estimate of $143,200,000 is an decrease of $39,200,000 from the latest estimate ($182,400,000) presented to Congress (FY 1999). This change includes the following item.

Item	Amount
Change in cost share	-39,200,000
Total	-39,200,000

STATUS OF ENVIRONMENTAL IMPACT STATEMENT: The final EIS was filed with CEQ on 27 August 1976. The provisions of Section 404 of the Clean Water Act were met by a Section 404(b)(1) Evaluation in June 1984. A supplement to the EIS was filed with EPA on 18 March 1983. An EIS was completed for the modification of the project at Sunny Isles.

OTHER INFORMATION: Funds to initiate preconstruction planning were appropriated in FY 1973 and initial construction funds were appropriated in FY 1977. Funds to initiate construction of the Sunny Isles (North of Haulover Beach Park) segment were appropriated in FY 1985. Section 69 of the Water Resources Development Act of 1974 authorized initial construction by non-Federal interests of the 0.85-mile segment immediately south of Bakers Haulover Inlet (Bal Harbour). Local interests have accomplished the work and reimbursement was provided by funds included in the 1976 Appropriations Act. Section 501(a) of the Water Resources Development Act of 1986 authorized the extension of Federal participation in beach nourishment from 10 years to the life of the project; however, a period of 50 years was used for economic analysis of the project. Available beach fill material located in offshore borrow areas will almost be exhausted through renourishment contracts in 2001 and 2002. Engineering and design is underway to allow use of alternative sources of beach fill for subsequent renourishments.



DADE COUNTY, FLORIDA

Division: South Atlantic

District: Jacksonville

Dade County, FL

3 April 2001

APPROPRIATION TITLE: Construction, General - Beach Erosion Control (Shore Protection)

PROJECT: Palm Beach County, Florida (Continuing)

LOCATION: The Delray Beach segment of the project is located in the southern part of Palm Beach County, Florida, on the lower east coast of the state, about 50 miles north of Miami.

DESCRIPTION: The Delray Beach segment is a reimbursable project that was initially constructed in 1973 by the City of Delray Beach and renourished in 1978 and 1984. The project consists of maintaining the existing beach profile with a berm elevation of 9 feet above NGVD, providing 9 years of advanced nourishment. The project is for initial beach fill and periodic nourishment along 2.7 miles of beach. Beach fill material will be obtained approximately 2000 feet offshore. The project will provide storm damage reduction benefits along the adjacent property and road from storm damage to upland development.

AUTHORIZATION: Section 101, River and Harbor Act of 1962; Section 934 of WRDA; Section 506(b) of the Water Resources Development Act of 1996

REMAINING BENEFIT-REMAINING COST RATIO: Delray Beach has no remaining benefits since initial construction was completed in 1973.

TOTAL BENEFIT-COST RATIO: 2.4 to 1 at 8-3/4 percent (Delray Beach)

INITIAL BENEFIT-COST RATIO: 1.5 to 1 at 2-3/4 percent (Delray Beach)

BASIS OF BENEFIT-COST RATIO: Benefits are from the Palm Beach County, Florida, General Design Memorandum, Addendum for Third Periodic Nourishment at Delray Beach (May 1992 with 1990 price levels).

SUMMARIZED FINANCIAL DATA					ACCUM PCT OF EST FED COST
Estimated Federal Cost				59,000,000	
Programmed Construction			57,236,000		
Initial Construction		10,125,000			
Periodic Nourishment		47,111,000			
Unprogrammed Construction			1,764,000		
Initial Construction		1,673,000			
Periodic Nourishment		91,000			
Estimated Non-Federal Cost				207,600,000	
Programmed Construction			204,100,000		
Initial Construction		7,387,000			
Cash Contribution	7,387,000				
Other Costs	0				
Periodic Nourishment		196,713,000			
Cash Contributions	196,713,000				
Other Costs	0				
Estimated Non-Federal Cost					
Unprogrammed Construction			3,500,000		
Initial Construction		3,331,000			
Cash Contributions	3,331,000				
Other Costs	0				
Periodic Nourishment		169,000			
Cash Contributions	169,000				
Other Costs	0				
Total Estimated Programmed Construction Cost			261,336,000		
Initial Construction		17,512,000			
Periodic Nourishment		243,842,000			

STATUS (1 Jan 2001)	PCT CMPL	PHYSICAL COMPLETION SCHEDULE
Groins:		
Ocean Ridge	100	Mar 1996
Initial Fill:		
Delray Beach	100	May 1973
Jupiter/Carlin	100	Sep 1995
Ocean Ridge	100	Sep 1998
Boca Raton	100	Sep 1988
Renourishment:		
Delray Beach 1st	100	Mar 1978
Delray Beach 2nd	100	Sep 1984
Delray Beach 3rd	100	Dec 1992
Delray Beach 4th	0	Dec 2000
Boca Raton 1st	100	Dec 1997
Ocean Ridge 1st	0	Being determined
Entire Project	8	Being determined

SUMMARIZED FINANCIAL DATA (Continued)

Total Estimated Unprogrammed Construction Cost		5,264,000	
Initial Construction	5,004,000		
Periodic Nourishment	260,000		
Total Estimated Project Cost		266,600,000	Accum
Initial Construction	22,516,000		Pct of Est
Periodic Nourishment	244,084,000		Fed Cost
Allocations to 30 September 2000		12,840,000	
Conference Allowance for FY 2001		0	
Allocation for FY 2001		2,868,000	1/
Allocations through FY 2001		15,708,000	18%
Allocation Requested for 2002		200,000	2/ 19%
Programmed Balance to Complete after FY 2002		41,328,000	2/
Unprogrammed Balance to Complete after FY 2002		1,764,000	

1/ Reflects $2,868,000 reprogrammed to the project.
2/ Reflects 65% non-Federal cost share.

PHYSICAL DATA

Placement of Initial Beach Fill:		
Delray Beach	1,634,500	Cy
Jupiter/Carlin	513,000	Cy
Tequesta	85,000	Cy
Ocean Ridge	784,300	Cy
Boca Raton	1,102,000	Cy
Future Periodic Nourishment:		
Delray Beach	650,000	Cy every 9 years
Jupiter/Carlin	513,000	Cy every 7 years
Tequesta	186,000	Cy every 8 years
Ocean Ridge	433,800	Cy every 6 years
Boca Raton	600,000	Cy every 8 years

JUSTIFICATION: Palm Beach County is a highly developed region of southern Florida. Economic development depends heavily upon tourism, with other major industries including aerospace, plastics, and agriculture. A county-wide General Design Memorandum (GDM) with an Environmental Impact Statement (EIS) was approved in 1987. A GDM addendum with Environmental Assessment for Delray Beach, prepared by the sponsor, was approved May 1992. The project was initially constructed by the sponsor in 1978 and renourished 1984 and 1992. The project is authorized for construction by P.L. 87-874 dated 23 October 1962. The cost sharing requirements, as stated in the GDM addendum, call for Palm Beach County Commissioners to pay 43.70 percent of all costs associated with future nourishments of the project up to the 50-year limit of Federal participation, and 100 percent thereafter. The annual reduction of damages to development based on current shorefront development is estimated to be $1,887,000. Average annual benefits for the recommended plan, as stated in the GDM addendum (May 1992), are as follows:

Annual Benefits	Amount
Delray Beach:	
Storm Damage Prevention	1,887,000
Recreation Benefits	496,000
Total	2,383,000
Jupiter/Carlin:	
Storm Damage Prevention	730,000
Recreation Benefits	824,000
Total	1,554,000
Tequesta:	
Storm Damage Prevention	1,351,000
Recreation Benefits	308,000
Total	1,659,000
Ocean Ridge:	
Storm Damage Prevention	1,731,000
Recreation Benefits	393,000
Total	2,124,000
Boca Raton:	
Storm Damage Reduction	1,629,000
Recreation Benefits	1,037,000
Total	2,666,000